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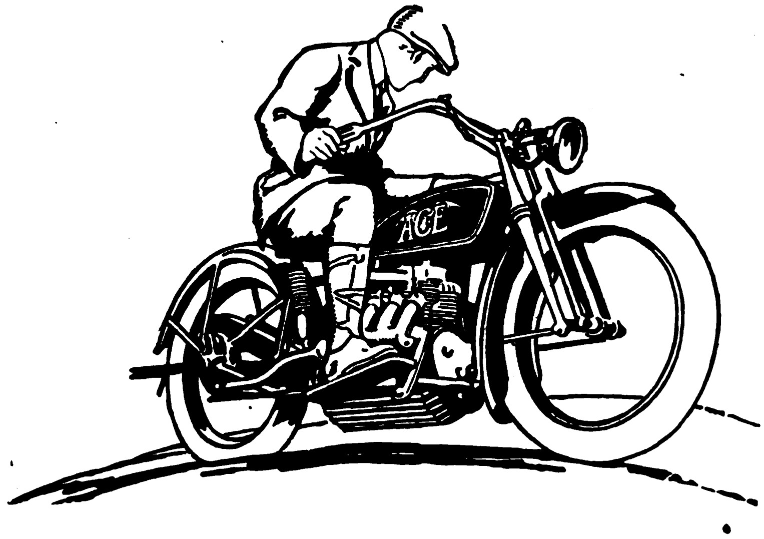
Motorcycle & Bicycle ILLUSTRATED

America's Greatest Cycling Magazine

The classiest bunch of speed stars ever congregated coming down the stretch for the start of the gone-but-not-forgotten Marion Road Race

FIFTEEN CENTS NEW YORK JULY 6, 1922



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Motorcycle & Bicycle ILLUSTRATED

Vol. 18 July 6, 1922 No. 27

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Motorcycle & Bicycle
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VOLUME 18 New York, July 6, 1922 NUMBER 27

Hepburn Wins at Wichita

Indian Tribesman Takes 300-Mile National Championship for the Second Time—Walter Higley, of the Harley-Davidson Team, Takes Second, While John Krieger Accounted for Third—Fourth Place "as Usual" Went to "Speck" Warner, Making Three Fourth Places in National Title Race—Bad Weather Made Track Heavy and Time Marks Suffered

RALPH HEPBURN and his Indian "Go Getter," captured the 300-mile M. & A. T. A. National motorcycle championship at Wichita, Kansas, on July Fourth. The race, which was ridden on the Meridian Speedway, a track that measure 1½ miles, drew an enthusiastic crowd of 10,000 spectators, who shouted, cheered, threw hats in the air and generally went wild as the game little rider rolled into the pits at the end of the man-killing "grind."

Towards the end of the race when Hepburn stopped for gas and oil, he stretched out on the ground in the pits and was fanned and massaged by the pit men to limber up his muscles so he could go again. He had a safe lead at this time and could afford to spend an extra minute in the pits.

The time was not specially fast, being 4:19:29 for the 300 miles as against 3:30:03 made at Dodge City in 1921, also by Hepburn, who sets a new record this year by winning the great National Classic for the second time, something no other rider has ever done. Though he did not set a new record for speed, he did set one for endurance for every rider in the race agreed that it was a tough one. The rough track, however, should not be charged up against the promoters. It rained ten days steadily before the race and only stopped the Sunday night before. The promoters had a day and a half to get a track that was a foot under water, Monday morning, in shape for a race starting at 1 o'clock Tuesday afternoon and they are entitled to a great big bouquet for succeeding as well as they did. Given favorable weather and a fair chance to put the track in shape, and it should be one of the fastest in the country. The Speedway Association is already planning big things for another race next year.

Second place went to Walt Higley, Harley-Davidson, who also made a remarkable ride. He was not quite as fast as Hepburn, but was a dangerous runner-up all the time. Consistent steady plugging got him second money, after he had ridden in third place for nearly 100 miles close on the heels of John Krieger, who had been riding second place for about 100 miles and had begun to think that $500 was all his when "snap" went a chain a long ways from the pits and before it could be replaced Higley was in the lead and held it until the finish, though he had to fight for it.

Ralph Hepburn, the Wichita championship winner on July 4

Hepburn finished about 18 minutes ahead of Krieger, having a lead of about ten laps at the time. Krieger, in turn, had six laps lead over Higley, but he broke a chain in the 193rd lap and when it was replaced, broke another. The two breaks cost him his lead over Higley who kept coming right along. The last seven laps were an exciting race for second place, but Higley held it until the checkered flag dropped.

Fourth place, "as usual," went to "Speck" Warner and his old reliable Indian. They do say he covers his rural free delivery route out in Ellsworth, Kansas, with it, sometimes. Anyway, its a good lead and "Speck" is usually in the money. This is the third time he has captured fourth place in the 300 mile championship.

Wells Bennett, Excelsior, looked like a sure thing for fifth place until he smashed a piston in the 155th lap and had to quit. In fact, Maynard Smith, who got fifth money, didn't cover as many miles as Bennett, being in his 142nd lap when he was flagged off, but as he was rolling and presumably could have kept on indefinitely and Bennett was definitely out of the race the position and money went to Smith.

Both Warren Cropp and Wells Bennett, the two Excelsior entries, deserve a great deal of credit for steady consistent riding. They were not as fast as some of the others, but they were far more consistent. Cropp, who went out in the 140th lap, was in fourth position at the time and had been for thirty laps. Early in the race, for a few laps, Bennett was in third place, but dropped back to sixth and seventh, where he stayed until the 142nd lap when he moved up into fifth place and had a lead of about 15 laps over Smith when he went out.

Maynard Smith, Harley-Davidson, who got fifth money was way back among the tail enders for the first 150 miles. In fact, he was out of the race for nearly half an hour at one time, but Walt Whiting, who was in charge of the Harley-Davidson pits, saw that many of the other riders were dropping out and that there was a chance for Smith to get in the money if he went back and kept a rolling. All he had to do was keep going until the race was finished to get sixth money, for there were only six on the track when Hepburn, the winner, got the checkered flag. Bennett dropped out before the race was called off and this gave Smith fifth money and saved the promoters the sixth money purse, as there was no one to pay it to.

There was plenty of grief in the race, the greater part of it due to chain breakage. The worst of it was that most of them gave way when the riders were as far as they could be from the pits. The sidecar repair crews were certainly busy. The race started off with a bang, Ray Weishaar, Harley-Davidson, jumping into the lead and hanging to it like death to a sick nigger for the first 80 laps. There was $5 a lap extra money up for the first 100 laps and Ray was sure out to get the $500. He raked in $400 of it and then a rear axle gave way and he took the only spill of the day. No damage except to his pocketbook. Quick repairs put him in the field again, but he was back in fourth position and only went about thirty laps more when a valve got tired and he had to quit. But he certainly made it lively for the bunch while he lasted. He turned the first lap in 1:04 the next in 1:03, which was his fastest. He kept around 1:04, 1:05, and 1:06 for the first ten laps and then slowed up a second or two as he had a lap in the lead on the field. He gradually slowed down to 1:10 and 1:11 and finished the first 100 miles in 1:15:55, which averaged a little better than 79 miles per hour. But you have to do more than go fast to win a race, especially a long one. You have to keep going. Weishaar didn't keep going, so he didn't win the race.

Hepburn, who won the race, never equalled Weishaar's fastest laps, but he kept going until the checkered flag dropped, which made the race worth some $700 more to him than Weishaar pulled down. "Hep's" best lap was the sixth, which he made in 1:05. He averaged around 1:10 and 1:11 for the first 150 miles and then as he had a safe lead over the field, slowed down to 1:12 and 1:13 for the balance of the race. His average for the first 200 miles was about 72 miles per hour. The average for the 300 was not quite 65 miles per hour. Had Hepburn been pushed, the time would have been considerable faster. Higley, who landed second place also made some fast laps, clocking in 1:05 several times during the early part of the race, but he was erratic, he would make a lap in 1:05, then drop to 1:15 and 1:20 and then speed up to 1:10 and 1:07 and then slow down again. His average was around 1:15.

Krieger who got third, never made better than 1:07, but he rode more consistently. The first fifty laps around 1:11 the next 100 laps around 1:14 and the last fifty around 1:20. He would probably have made better time for the last fifty laps, but the pit men were advising him to take it easy as he had a good lead for second place. This advice cost him the position for he took it, slowed up and when his chain snapped near the end of the race he didn't have margin enough over Higley to hold the position.

HOW THEY FINISHED

Ralph Hepburn, first. Time, 4:19:29.

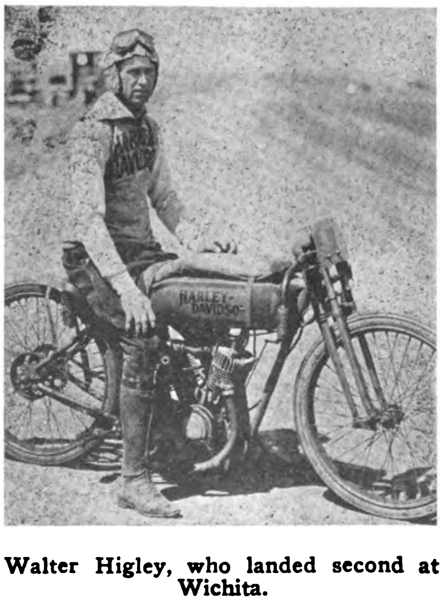
Walt Higley, second. Time, 4:37:00 2/5.

John Krieger, third. Time, 4:37:36 4/5.

"Speck" Warner, fourth. Manynard Smith, fifth. Wells Bennett Excelsior, out in 157th lap; Warren Cropp, Excelsior, out in 140th lap.

Ray Weisshaar, Harley-Davidson, out in 109th lap.

Rurla Murray, Indian, out in 67th lap; Bert Altenreid, Indian, out in 49th lap; Herb Jones, Harley-Davidson, out in 38th lap; Ora Dunham, Harley-Davidson, out in 33rd lap; John Seymour, Indian, out in 31st lap; Jim Davis, Harley-Davidson, out in 21st lap. Neither Warner nor Smith, who finished in fourth and fifth places, finished the full 300 miles. In fact, they were so far from completing the distance that Referee W. T. Ash, decided to flag them down and award the money as they stood, they being the last two riders left on the track. Warner went 182 laps and Smith 142. Wells Bennett really covered more miles than Smith, but as he was unable to continue after his 157th lap and Smith was still rolling, the presumption was that Smith would have exceeded Bennett's mileage if anyone wanted to wait and see him do it. Therefore, he was awarded fifth money.



Walter Higley, who landed second at Wichita.

The pit work in both the Harley-Davidson and Indian pits was remarkably efficient. W. W. Whiting supervised the Harley-Davidson pits and Floyd Clymer took charge in the Indian pits. They were assisted by a number of other dealers and enthusiasts. In fact, the dealers representing all three makes of machines in the contest are entitled to a lot credit for the hard and enthusiastic work they did to make the race a success. They took up the work where the factories laid it down and performed it with credit to themselves and the sport.

"It was a great race," was the verdict of the old timers who have been in attendance, and as for the people in the grand stand, they were just "tickled to death."

Hepburn's equipment was Goodyear tires, Bosch magneto, Bosch plugs, Schebler carburetor and Duckworth chains.

One of the most welcome arrivals Monday night was the Rev. Father Botting, of Dodge City. He drove through the 190 miles and reported dry going all the way which just goes to show how rapidly the roads dry up. The Wichita morning paper, Monday, announced that it would be impossible to hold a race Tuesday because of the water on the track, but Father Botting said when he read it, that he knew more about Kansas soil and sunshine than the newspaper and he came to Wichita. SURE THERE WOULD BE A RACE. When it came time to draw for position, there were fifteen entries. The riders drew in the alphabetical order of their names—Altenread first, and Weishaar last. Higley got Number 1; Warner, 2; Smith, 3; Weishaar, 4; Jones, 5; Frederick, 6; Seymour, 7; Croop, 8; Hepburn, 9; Murray, 10; Davis, 11; Dunham, 12; Bennett, 13; Altenread, 14; Krieger, 15. The start was four in a row. The race was from a rolling start.

WICHITA RACE NOTES

DAVE KINNIE, of the Goodyear factory, and Von Staden, Wheeler-Schebler booster, were on hand early. Others came in Monday.

* * *

The heavy rains made practising impossible and as a result the camera man had no chance to use up any film.

* * *

Mr. and Mrs. W. W. Whiting came in Sunday afternoon, somewhat muddy, but still smiling. It's about 600 miles from Denver to Wichita and Whiting said he drove 700 of it through Kansas mud. The extra hundred was accounted for by the zig zag nature of the trail he left behind him. He drives a special Harley-Davidson sidecar outfit, all dolled up with nickle-plated rims, forks, luggage carrier and chain guards.

* * *

While there were no factory teams, there were several factory motors in the race and nameplate rivalry was as keen as ever among the spectators.

* * *

Among the long distance tourists to arrive Monday were H. G. Carlisle and H. J. Johnson, of Rockford, Ill. Their speedometers showed 857 miles. "We've followed so many ruts that we're cross-eyed from watching them," was Carlisle's comment on the trip.

* * *

The principal officials were W. J. Ash, Wichita, referee; Davie Kinnie, Akron, starter; Owen Keller, Topeka, clerk of the course; Jess Lawrence, Dudley Gardner and P. E. Akers, Wichita, judges; Carl Johnson, R. H. Richards and Carl Evans, Wichita, timers; chief scorer, Roy Maybry, Wichita; chief checker, Hal Owens, Wichita.

* * *

Starter Dave Kinnie had a double job. He not only had to see that everyone got an even show at the start and that the checkered flag dropped when it should at the finish, but being a good and loyal Goodyear man he was very much interested in seeing as many as possible of the machines Goodyear equipped, and making sure that the riders got real service.

* * *

Among the Monday morning arrivals were Mr. and Mrs. Floyd Clymer, of Denver. They drove over in their touring car. Floyd brought Folkrod with him and they were welcome assistants in the Indian pits. From the looks of Floyd's car when he drove in there is a suspicion that he stopped outside of town somewhere and removed some of the mud. Walter Cunningham turned his well arranged Harley-Davidson repair shop over to the Harley-Davidson entries and they put in a week before the race tuning up their motors.

* * *

Talking about mud. There certainly was plenty and it came near to putting the race out of business. Old settlers say they never saw so much rain all at once. It began ten days before the race and kept it up pretty much all of the time for a full week. The Sunday before the race was a day of alternate gloom and hope for the promoters and riders. The sun would come out for a few minutes and the promoters would cheer up. Then there would be a rumbling and a flash of lightning and down it would come in bucketsful, and everybody was grouchy. The final deluge came Sunday afternoon and the pessimists said: "This ends it; we can never get the track in shape by Tuesday." But Monday morning they felt better. The track for a stretch of several hundred feet was under two feet of water. A merry little creek was running across it in another place. Except for this it was all right. But the water went down almost as fast as it rose. You could see it gradually receding, leaving the surface unhurt, and the strange thing about this Kansas soil is that two hours after the water is gone the ground is as hard and firm as ever. Tuesday morning what had been a lake was once more a race-track.

TIME COMPARISONS WITH STANDING RECORDS

1922—Wichita, 300 miles, 4:19:29, Ralph Hepburn.

1921—Dodge City, 300 miles, 3:30:03, Ralph Hepburn.

1922—Wichita, 200 miles, 2:47:03 3/5, Halph Hepburn.

1921—Dodge City, 200 miles, 2:17:54, Ralph Hepburn.

1922—Wichita, 100 miles, 1:15:55, Ray Weishaar.

1922—Beverly Hills Los Angeles, 100 miles, 1:00:87 87/100.

HOW THE MONEY WAS DIVIDED

Ralph Hepburn—First money, $1,000; special prize of $100 for being in first position at end of 200 miles and $100 offered by Wheeler-Schebler Carburetor Co. for Schebler equipped winner. Total, $1,200.

Ray Weishaar—$5 per lap for first 80 laps, $400. Also $100 offered to leader at end of first 100 miles. Total, $500.

Walter Higley—Second money, $500; also $75 for second Schebler equipped machine. Total, $575.

John Krieger—Third money, $250; also $5 per lap for leading twenty laps, $100; also $25 for third place Schebler equipped machine. Total, $375.

"Speck" Warner—Fourth money, $125. Maynord Smith, Fifth money, $50.

This year there were no mascots. Hepburn said, considering the weather for the week before the race, the only mascot that could have survived would have been a fish.

* * *

George Von Staden, of the Wheeler-Schebler Carburetor Co., was one of the early arrivals. He was in town a week ahead of the race with a goodly supply of Indianapolis fuel mixers guaranteed to fit any machine and make it go faster than a scared jack rabbit.

* * *

It was tough luck that the race had to be run on a poor track, but then that is the luck of the game. It was figured that if Mr. Weather Man sent along some good weather the race would be run on a fast track, but they were lucky to have it run any way.

* * *

Talking about headquarters, the room on the second floor of the Broadview, in which Secretary Bowman and Referee Ash made headquarters for the transaction of all official business in connection with the race, seemed to require an unusual amount of cracked ice to keep them cool. Can some one tell us why?

* * *

Probably the two busiest men in Wichita this week were Hart H. Bowman, secretary of the Wichita Speedway Association, which promoted the race, and W. J. Ash, who acted as referee. It was up to Bowman to see that the track was in shape, the riders provided with pit service, the newspapers with publicity and advertising, the gate keepers and ticket sellers on their jobs, and every other detail of the race properly attended to, and he made good. Ash not only had to referee, but he was made responsible for the selection of the judges, umpires, clerks, timers and scoreboard men and the supervision of their work. He certainly laid down the law to them.

* * *

There was some speculation among the fans when Jim Davis was announced to ride a Harley-Davidson. Davis has been riding Indian this season and the question was asked had he once more changed his allegiance. The expanation is that Davis has two racing motors, one an Indian and the other a Harley-Davidson, and he thought his Harley-Davidson was in better shape to go the distance. The withdrawal of the factories from the maintenance of racing teams has resulted in a number of the leading professionals purchasing their own racing machines and several of them have both Indian and Harley-Davidson motors. The entry blanks specified that the riders would put up $5 when they sent in their entries, to guarantee their appearance. The night before the race the promoters offered to put up $5 a lap extra money for each of the first 100 laps, provided the riders would consider

(Continued on page 14)

A. Freed, of the Pacific Motor Supply Company, got busy when the Shriners held their recent convention in San Francisco and organized a motorcycle escort. He says, "The motorcycles played a good part in transporting the Shriners, and that sidecars were also used for special purposes, carrying high explosives and gasoline, which were necessary to keep up the spirit of the convention." Now, what does he mean by "high explosives"? Arrow indicates Mr. Freed

Huffman Company Incorporated

WITH the announcement this week in Dayton, Ohio, of the incorporation of the Huffman Manufacturing Company, under the laws of the State of Ohio for the purpose of making, and selling to the trade, of high grade bicycles, the crane was officially hung in the Huffman-Built establishment—a new manufacturer has taken its place in the bicycle industry.

A short time ago it was announced that Horace and John Huffman were to head a new bicycle company. The news of the incorporation of his company indicates that they have "put it over" in the well-known Huffman style. In fact, those in touch with the situation say that not only has the company been organized in this short time, but the new bicycles have been designed, equipment purchased, precision tools built and the first Huffman-Built bicycles may shortly be expected upon the market.

And it does not take any stretch of the imagination to foresee a successful voyage for the newly organized company when you observe the men who will guide its destinies. The personnel of the officers and board of directors as announced at the time of incorporation is as follows:

H. M. Huffman, president and general manager—now serving his second term as president of the Cycle Trades of America.

J. M. Huffman, secretary and treasurer—vice-president of The Huffman Realty Co., president of the I. E. Jones Co., and a director of the Third National Bank of Dayton. He is also well known throughout the trade as a real bicycle man.

Col. E. T. Huffman, director—president of the Huffman Company, investment securities, and director of The Dayton Savings & Trust Co. The colonel has been a leader in the bicycle industry for the past quarter of a century and is intimately known by all of the trade.

R. H. Grant, director—general manager of The Delco Light Company of Dayton, Ohio. Mr. Grant was the chief speaker at the Chicago Cycle Show banquet last Fall.

H. E. Talbott, Jr., director—president of the Dayton-Wright Airplane Co. and president of the H. E. Talbott Co. Mr. Talbott is one of the leading business executives of the country.

Nelson Emmons, director—general manager of The Dayton Manufacturing Co., joint owner in the Gerkins Oil Co. and the Davies-Young Soap Co., and a director in the Dayton Savings & Trust Co.

R. S. King, director—president of The Refiners Oil Co. and president of The Spate Oil Co. of Lincoln, Neb.

J. W. Rice, director—president of The Rice Coal Co., general manager of The People's Fuel Co. and widely interested in other coal mining and distributing companies.

To the officers and directors of The Huffman Manufacturing Company, this magazine wishes "Bon Voyage." To those of the men who are for the first time being introduced to the trade, a hand of welcome is extended.

All of the men who are directing the Huffman company are business generals of the first water—men who have achieved outstanding successes in the building of the organizations with which they are connected. There are probably no brighter chapters in the business romances of recent years than the rapid development of The Dayton-Wright Airplane Company and The Delco Light Company.

It is certainly auspicious that the men who are associated with the Huffmans in this company are all business organizers of the highest calibre. Without exception they have been largely responsible for the growth of the organizations of which they are executives.

And it is fine to know that we can welcome the new faces into the industry as "brothers." They have all been lovers of the two-wheeler since the days of their youth. In fact, some of the men are today members of the Dayton Bicycle Club, which is an organization of bicycle enthusiasts of a quarter century ago.

There is one name on the list of directors which will be well remembered by everyone who attended the Cycle Show Banquet at Chicago last Fall. That is R. H. Grant, general manager of The Delco Light Company. Those who heard him, pronounced his speech the greatest talk on selling they had ever heard—more than worth the entire cost of the trip to Chicago. Grant is an exponent of that strenuous kind of sales efforts which is bound to produce success.

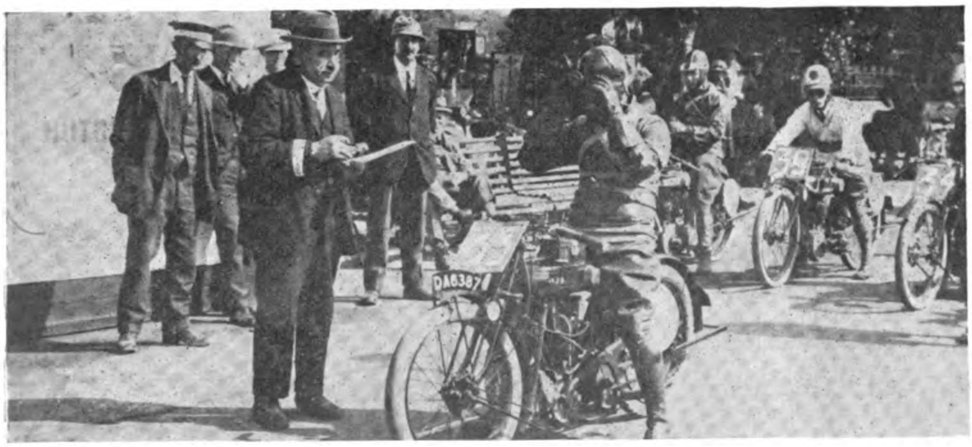
The Huffman members of the company have been leading figures in the bicycle world for so many years that their friends and well-wishers are legion. They are intimately known from coast to coast as the Colonel, John and Horace.

Whenever the interests of the bicycle are to be promoted these men are to be found on the firing deck with that kind of aggressiveness that spells success. And all who have come in contact with them know their loyal adherence to the above-board, square-deal policy. They are the brand of men that help to make the bicycle business a good one to be connected with.

Upon announcing the incorporation of the company, President Huffman said, "I am mighty pleased to be able to announce the names of these men who will constitute our board of directors. A finer group of aggressive business men could not be found anywhere. They are all back of our organization heart and soul.

"Our plans for production have also progressed most satisfactorily. I am glad to be able to say that Huffman-Built bicycles will be ready for the market in a short time.

"We are building the right kind of quality and style into our bicycles and to sell them under a policy that will make it both pleasant and profitable for the jobbers and dealers who handle them."



At the start of the Junior Tourist Trophy Race. Note the square marked on the pavement. All riders started and finished on this square.

GRAND RACES AT VERNON, N. Y.

At Vernon, N. Y., on July 4, Jones, mounted on an Indian, won the five-mile solo race in 6:02. Chase, astride a Harley-Davidson, accounted for the ten-mile side-car race in 15:04. Another five-mile solo saw Golley, Harley-Davidson mounted, win in 6:10. The weather was cold and cloudy and the track was heavy. A small crowd turned out for the meet, which was run off without an accident.

Officers of Huffman Manufacturing Co.

DAYTON, O.

H.E. TALBOTT, Jr. Director

HORACE M. HUFFMAN
Pres. & Gen. Mgr.

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J.M. HUFFMAN
Secretary & Treasurer

R.S. KING, Director

The Omaha Motorcycle Club on Gypsy Tour

All Roads Point *to* Rochester

Many Motorcyclists Planning Vacation Trips to Big Flower City Gathering—Committee Putting Forth Great Efforts to Make Visiting Tourists Comfortable During the Four-Day Stay

MOTORCYCLISTS plan to go to the Big Rochester Rally, July 31, August 1, 2 and 3, because all roads point that way. The Rally gives promise of being the biggest and best affair ever staged for the motorcycle fraternity.

Reservation cards like the facsimile below are being sent to Gypsy Tour Tourmasters and registered M. and A. T. A. clubs. Make your reservation early and be sure to go. You cannot afford to miss this, as the trade in general is going to make an effort to furnish the motorcycle riders with everything possible.

The manufacturers of the M. and A. T. A. want to shake hands and meet with the dealer and rider members of the M. and A. T. A. at the Rally at Exposition Park in the Flower City.

To take care of the visiting members arrangements have been made for sleeping accommodations. The committee will furnish a metal cot with springs and sleeping pad to each member for the four days at $3 in addition to which all Rallyites will be entertained at a dinner on Tuesday night at the restaurant in the park and a dinner at Sea Breeze Park on Wednesday night.

Vaudeville, dancing, moving pictures, with all sorts of outdoor sports, will also be provided. The big National hill climb will also be free to the M. and A. T. A. members.

On Monday morning a cafeteria style restaurant will be open on the grounds. Eat what you like at reasonable prices.

Visiting motorcyclists should bring their blankets, toilet articles, towels and bathing suit. Those not wishing to bring blankets may rent them at 75 cents for the four days of the Rally.

Remember—Gentlemen only register and pay the $3 fee. Ladies register but the fee is eliminated for the fair sex.

Reports received by the committee show that vacation tours are being organized from all sections, the objective being the Rally. Tourmasters will handle the tours and distribute reservation cards, which are numbered consecutively and have a coupon.

All one has to do is to fill out reservation card and attach $3 and the reservation is completed. When M. and A. T. A. headquarters receives the card the coupon is signed and returned to sender.

M. & A. T. A. No..........

A. B. Coffman, Chairman,
326 W. Madison St.,
Chicago, Ill.

Reserve cot and place at both dinners, as I will attend the National Motorcycle Rally, Rochester, N. Y., July 31st, August 1-2-3, with a hearty appetite and a hankering for a good time.

Attached find Money Order or check for $3.00 to cover reservation.

....
Name

....
Address

Ladies not required to pay registration fee, but reservation card must be sent in. Send in at once so we will know how many to prepare for.

....

M. & A. T. No...........

.... has a
Name
cot and place at both dinners reserved at the National Motorcycle Rally. Present this check when you register at the Rally.

....
Chairman

The above is a reproduction of the Reservation Card to be used at the Rochester Rally.

The holder of the coupon presents the coupon on his arrival at the Rally at the registration office and he or she receives a badge with name, address and cot number on it.

Hang onto the badge, as the badge admits the holder to the two dinners, the hill climb, use of cot and the Exposition Park grounds.

The expenditure of the $3 is certain to be the best that anyone has made.

Everybody can enjoy the sports, foot races, baseball, tug-of-war, sack races and other events that will be conducted by a sport manager.

Be sure and have the ladies go to the Rally. There will be plenty to entertain them and don't forget to carry your M. and A. T. A. card.

All information in regards to the Rally will be supplied by addressing the M. and A. T. A., 326 West Madison street, Chicago, or see your local vacation tourmaster.

Hear what Max Sladkin has to say about the Rally.

"Of course, I'll be there.

"I wouldn't miss for anything the opportunity which this rally affords to enjoy four days of real sport and complete recreation at a place famous for its scenic beauty and among companions made up of the finest bunch of red-blooded, sports-loving Americans that can be gathered together.

"I want to exchange views with fellow motorcycle enthusiasts, to promote an increased interest in motorcycling and help to keep it where it belongs—first among outdoor sports in the eyes of the American public.

"To meet old friends, and make new ones and have a general good time.

Very truly yours,
HAVERFORD CYCLE COMPANY
President."
Max Sladkin,

to Lake Quinnebaugh, Neb., June 17-18

On page 10 is a fac-simile of registration card and if you cannot get one from your club or tourmaster, write the M. and A. T. A., 326 West Madison street, Chicago, and do it quick. You cannot afford to miss this Rally and we want you to come, but please understand that the committee in charge must know how many are coming so they can provide the cots, etc.

Great interest in the Rally is being manifested all over and you can bank on it that there will be a large crowd and that they will all have a good time. Get your reservation card and send it in now.

"Contact Points," the house weekly of the Hendee Mfg. Co., has the following to say about the Rally:

"This Rally is going to be the biggest event of its kind which has ever been staged in motorcycle circles in this country. It is a big constructive movement to boost motorcycling and its success depends very largely on the character of support and cooperation which the committee in charge of this Rally receives from the motorcycle industry as a whole.

"Mr. Buffum, who is representing the Hendee Manufacturing Company on the general committee, is in touch with various manufacturers soliciting contributions and support and we are very pleased to be able to say that the manufacturers as a whole are taking to the proposition enthusiastically and are lending both their moral and financial support. In a way, this Rally is very similar to producing a new play on the stage. Regardless of the amount of time and money that is put into the production, the attendance is what really counts.

"It is absolutely assured that the committee in charge of this Rally has arranged one of the most interesting programs which could be asked for. Now, the next thing to do is to see that there are plenty of motorcycle riders on hand to enjoy the events. In addition to moving pictures, vaudeville, dancing, baseball, swimming and all kinds of athletic sports, the big national championship hill climb to be staged on the famous Rochester Hill at Egypt, N. Y. is an attraction which in itself is the biggest competition event of the year.

"While the Rally is a month away, it is none too early to start making plans to attend. Your riders cannot arrange a vacation on a few days' notice, but if you 'sell' them on the National Motorcycle Rally immediately, they can arrange for their vacation so as to attend. What better vacation could a motorcycle rider ask for than to tour to Rochester and take advantage of the accommodations and program which is arranged by the Motorcycle and Allied Trades Association? It really is a chance in a life time and if the proposition is presented properly, and the dealers back this up with the character of enthusiasm which the Rally warrants, motorcycles will certainly be very much in evidence in Rochester on these dates."

WANTS CORRECTION MADE

EDITOR MOTORCYCLE AND BICYCLE ILLUSTRATED — In the June 22nd number there was a statement made by your correspondent, E. W. Davis, which I would like to have corrected. It was correct in one part which said that I rode the oldest machine at the Old Orchard Gypsy Tour, a 1913 Indian, but was wrong in the first part, where it said I was the last to arrive. In fact, I was piloted to Day's Garage by Officer Libby of the Portland and Kittery traffic patrol and registered in the garage at 1:30 a. m., the night of June 16th, or Saturday morning, June 17th, making me one of the first to arrive from Boston or Neponset as there were only five or six motorcycles in the garage when I arrived. I would make no comment on the item, but for the fact that I had the distinction of riding the oldest machine on the tour. I do not like to have the machine thrown down by making me the last to arrive, when in fact I was, as you might say, the first to cover the ground from Neponset to Old Orchard; also I made the return trip with a detour 119 2/5 miles in 5 hours and 30 minutes. Not so bad for the old 1913, was it? So it would please me very much if you would correct the statement and greatly oblige

GEORGE E. HOSMER.

Neponset, Mass.

YORKER'S TOUR TO BALTIMORE

THE York, Pa., Motorcycle Club, headed by Robert Wagner, Tourmaster, held their Gypsy Tour to Baltimore, Md., on June 18. The tourists left the club at 9 o'clock with 75 machines in line and arrived at Caslon's Park at about 1 o'clock, distance about 72 miles. After arriving at the park, the manager gave the riders permission to ride into the park and gave each person a complimentary pass entitling them to any amusement at the park.

Quite a number of the riders entered in the velocipede race and if they ever pedalled and got nowhere they surely did it here. Everybody had a very good time and from the talk they want to get a bunch together and go there again before the summer is over.

Quite a few of the club members also went on the two-day Gypsy Tour to the Tri-States Hill Climb at Martin's Creek and surely had a good time in meeting different riders and witnessing the climb and seeing the star riders from Pennsylvania and other states perform. The distance was 350 miles and without any trouble or mishap.

GYPSY TOURMASTER REPORTS

GYPSY Tourmaster reports are reaching the M. and A. T. A. office daily and every effort is being made to check up promptly and send out the Gypsy Tour medals, membership pins and cards, and they are going quite promptly.

However, it is a big job and must be done right, for in spite of all the care taken, mistakes will occur, so if you are a little late in receiving your Gypsy Tour medals, please bear in mind that we are working just as fast as possible.

MORE GYPSY TOURS

FLORIDA

Orlando, Fla., to Lake Hamilton, Fla.—96 miles. 15 tourists. Roy J. Smith, tourmaster. Weather wonderful and a great time reported.

NEW JERSEY

Atlantic City, N. J., to Bridgeton, N. J.—120 miles. 20 tourists. Samuel Forbes, tourmaster.

HAWAII

Honolulu, H. T., to Waimea Bay, H. T.—76 miles. 27 tourists. W. W. Case, tourmaster.

PENNSYLVANIA

York, Pa., to Baltimore, Md.—144 miles. 87 tourists. R. J. Wagner, tourmaster.

NEW YORK

Schenectady, N. Y., to Round Point and Glen Falls, N. Y.—98 miles. 68 tourists.

Mamaroneck, N. Y., to Martin's Creek, Pa.—250 miles. 20 tourists. Leo Jubb, tourmaster. Joined up with Crotona Club.

OHIO

Wadsworth, O., to Hinkley, O.—68 miles. 29 tourists. A. G. Durling, tourmaster.

MICHIGAN

Flint, Mich., to Lansing, Mich.—150 miles. 28 tourists. A. J. Blanchard, tourmaster.

NEW HAMPSHIRE

Newport, N. H., to Old Orchard, Me.—280 miles. 9 tourists. Edward Beauchaine, tourmaster.

CONNECTICUT

Danielson, Conn., to Hartford—112 miles. 18 tourists. F. A. Moore, tourmaster. Run postponed three times. Rained part of day.

WALKER AND SCOTT WIN

THREATENING weather failed to stop about five thousand motorcycle fans from attending the Fourth of July races at the half-mile track, Singac, N. J., and they were rewarded by seeing some fine speed events. The Motor Racing Corporation of Newark conducted the events.

Eugene Walker, the Atlanta speed wizard, and "Dynamite" Scott, who hails from Elmire, both Indian riders, were the stars of the meet. Walker was king of the solo riders, while "Dynamite" Scott—no other name could fit him properly—skidded around the corners far better than any other rider in the sidecar events and was unbeatable.

Walker's first win came in the one-mile time trial for 30.50 machines and Walker did his mile in a minute and one and a half seconds, which bettered the record for the track of 1:02 4/5, which, by the way, was held by himself. Paul Anderson also bettered Walker's mark when he zoomed over the two-circuit trial in 1:02.1. Fred Nixon, the New Yorker, took 1:05.9 to do his trial. Edward Nagel, the localite, forgot to make the turn in his trial and shot out into a field, but fortunately was uninjured, but his machine was wrecked.

Walker also accounted for all the solo events, the first at three miles, the second at five and the third, which was originally scheduled to go ten, but was cut to five. Anderson and Nixon ran second and third in each race.

The real exciting races were the sidecar events. The way they slewed around the turns had the people standing all the way. Scott took the lead early in each race and was never headed, but Minnick gave him a good battle in each event. After the ten-mile race was finished the pair came together, but fortunately they righted themselves and escaped a bad spill. The meet drew a good crowd in spite of the threatening weather. The second five-mile solo and the ten-mile sidecar events were run in a drizzle, but the riders stuck to the contest and finished without falling. Summaries:

One-Mile Time Trial 30.50 Solo, Professional—Won by Eugene Walker, Atlanta, Indian, 1:01.5; second, Paul Anderson, Indianapolis, Excelsior, 1:02.1: third, Fred Nixon, New York, Indian, 1:05.9. Walker bettered old record for track of 1.02 4-5, which was held by himself.

Three-Mile 30.50 Solo, Professional—Won by Eugene Walker, Atlanta, Indian; second, Paul Anderson, Indianapolis, Excelsior; third, Fred Nixon, New York, Indian. Time, 3:06.5.

Five-Mile 30.50 Solo, Professional—Won by Eugene Walker, Atlanta, Indian; second, Paul Anderson, Indianapolis. Excelsior; third, Fred Nixon, New York, Indian. Time, 5:12.5.

Five-Mile 30.50 Solo, Amateur—Won by B. Ragtello, New York, Indian; second, Gene Edwards, New York, Excelsior. Time, 6:16.8.

Five-Mile 30.50 Solo, Professional—Won by Eugene Walker, Atlanta, Indian; second, Paul Anderson, Indianapolis, Excelsior; third, Fred Nixon, New York, Indian. Time, 5:25.5.

Three-Mile Sidecar, Professional—Won by "Dynamite" Scott, Elmira, Indian; second, William Minnick, Wilmington, Indian; third, Edgar Buzzell, Elmira, Excelsior. Time, 3:31.5.

Ten-Mile Sidecar, Professional—Won by "Dynamite" Scott, Elmira, Indian; second, William Minnick, Wilmington, Indian; third, Harold Walty, Elmira, Harley-Davidson. Time, 12:40.

WICHITA RACE NOTES

(Continued from page 7)

the $5 as an entry fee. All agreed except "Speck" Warner, who said he didn't want any lap money, as he expected to get a good big slice of the main purse, perhaps first money and what would a few $5 lap prizes amount to to him. So he waived any lap money he might win and saved his $5 entry fee.

* * *

The motorcycle crowd is used to being made more or less welcome when they stage a big event in any town, but Wichita put one over that was new. Sunday morning a number of the visiting trade men and riders who were killing time in the lobby of the new Broadview Hotel, which was official headquarters, were approached by a very courteous gentleman who asked if they would like to take a little sightseeing tour about the city as guests of the Rotary Club. Most of them accepted and they were given a three-hour ride in the private cars of members of the Rotary Club, during which all of the advantages of "the best city in the West" were pointed out, even to the fishing hole at the foot of the mill dam. Nothing slow about Wichita.

* * *

One of the interested and interesting fans who arrived early was Police Captain Henry Lewis, of Fort Worth, Tex., who once upon a time rode the boards. That was back in the days when Dave Kinnie was also circling the saucer track, and Dave and Hank had quite a few stories of "the good old days" to tell. Lewis has charge of the Fort Worth motorcycle officers, and it is said they are the niftiest bunch of motor cops in the country. The system there is for the officer to equip himself, paying for his own machine, uniform equipment. He has over $500 invested in his outfit and he takes care of it. Lewis was one of the first motor cops in the country, and it is doubtful if there are any now in service who antedate him. He doesn't ride races any more himself, but he owns several racing motors, and it was on one of his Indian speed wagons that Rural Murry entered the race. Lewis himself rides a specially built Harley-Davidson, all covered with nickel, for which he paid $1,100. Yes, he can afford it. Several oil wells are working for him and they take no holidays.

* * *

DU BOIS CLUB HOLDS RUN

DuBois, Pa.—The Triangle Motorcycle Club of DuBois held their second annual Private Owners Secret Destination Run on the second of July under Sanction 663. The dirt roads were a smear of mud and most of the run was made through an electrical storm which cut down the number of entries and also made it difficult to make a high score. The route led from DuBois to Reynoldsville, to Brookville, to Punxsantawney, to Big Run and back to DuBois. Results:

First—Ivor B. Hetrick, Indian Chief, 976; prize, Hendee Cup and Harsha battery.

Second—Webb Anthony, Indian Standard. 963; prize, two spot lights, donated by Cleveland Motorcycle Co.

Third—H. E. Snyder, Indian Chief, 960; prize, five gallons velvet oil.

Fourth—J. C. Shenkle, Indian Chief, 960; prize, pair leggins, donated by Williams Mfg. Co., Portsmouth, O.

Fifth—John Elinski, Indian Standard, 929; stop light, donated by Kee Bee Mfg. Co.

Sixth—Peter Deter, Excelsior, 921; prize, six Burd high compression piston rings.

Seventh—Victor Mullins, Indian Standard. 750; prize, one year's subscription to Motorcycle and Bicycle Illustrated.

YARMOUTH COMPANY IS ACTIVE

Yarmouth, N. S.—The Yarmouth Cycle and Motor Co., Ltd., distributors for the D. P. Harris Hdw. & Mfg Company line of bicycles, had a fine float in the parade staged by the merchants of that city on June 3, the King's Birthday. The float was the "Rollfast Float" and was the object of much admiration. The company is the distributor for Rollfast, Blue Ribbon, Gold Medal Princeton and Roamer bicycles in the Maritime Provinces of Nova Scotia, New Brunswick and Prince Edward's Islands and they report business very encouraging.

INDIAN DAY AT THOMASTON

IT was Indian day Sunday at Thomaston, Conn., when the Redskins departed with three out of four possible scalps at the hill climb of the Waterbury Motorcycle club, held at Bradstreet's hill. The hill was 200 feet long, a 40 per cent grade, had a good surface and made some fast time possible. The weather was fair until just after the last event, when a thunderstorm drenched those who were late in departing.

Eugene Ross, of Troy, N. Y., Indian, gathered in enough prizes to stock an accessory store. He had to ride just twice to collect all this—once in the 61 expert and once in the open. No one came near his time, so he had an easy day. Six seconds flat was the verdict of the electric timer in the open event, and 6 91/100 in the 61 expert. Gene's motor had so much "soup" that it looked as though he would tear the hill down if he had to take his six trials.

The 37 novice and sidecar events were scratched because of lack of entries. The first event was the 37 expert, which was won by John Scott, Indian Scout. Scotty had the reciprocating and revolving elements in his motor working in perfect unison (or something like that) and one time up was sufficient. The 61 novice followed and was won by Tony Catanzaro of Waterbury, H.D., in one trial.

Reggie Pink of New York, was on deck with his R.S. and worked hard. He collected second in the open event. Pink had a nasty spill in his second trial which wrenched his shoulder and spoiled a perfectly good rear wheel.

The timing device of the Worcester Motorcycle Club, with E. W. Davis in charge, was used. Davis has a stop-watch which dissects a second into 100 parts and the apparatus was most satisfactory to riders and spectators. The device worked without a hitch in spite of heavy-hoofed spectators falling over the wire every few minutes. About 2,000 spectators witnessed the sport.

The Waterbury Motorcycle Club wishes to thank those who contributed to the prize list, as their contributions helped materially in making this affair a success. E. W. Davis, of Worcester, also is entitled to a great deal of credit for undertaking the trip to Waterbury to operate the electric timer. Summaries:

37 C. I. Expert—Won by John Scott, Springfield, Indian Scout, 9 93/100; second, William Lang, Waterbury, Harley-Davidson Sport, 10 17/100; third, Oliver Chapin, Bridgeport, Indian Scout, 150 feet.

61 Novice—Won by Tony Catanzaro, Waterbury, Harley-Davidson, 7 73/100; second, Carlton Stevens, Waterbury, Indian, 7 90/100; third, Caesar Aouti, New Haven, Excelsior, 50 feet.

61 Expert—Won by Eugene Ross, Troy, Indian, 6 91/100; Tony Catanzaro, Waterbury, Harley-Davidson, second, 7 20/100; third, Orrie Barber, Bridgeport, Excelsior, 8 6/100.

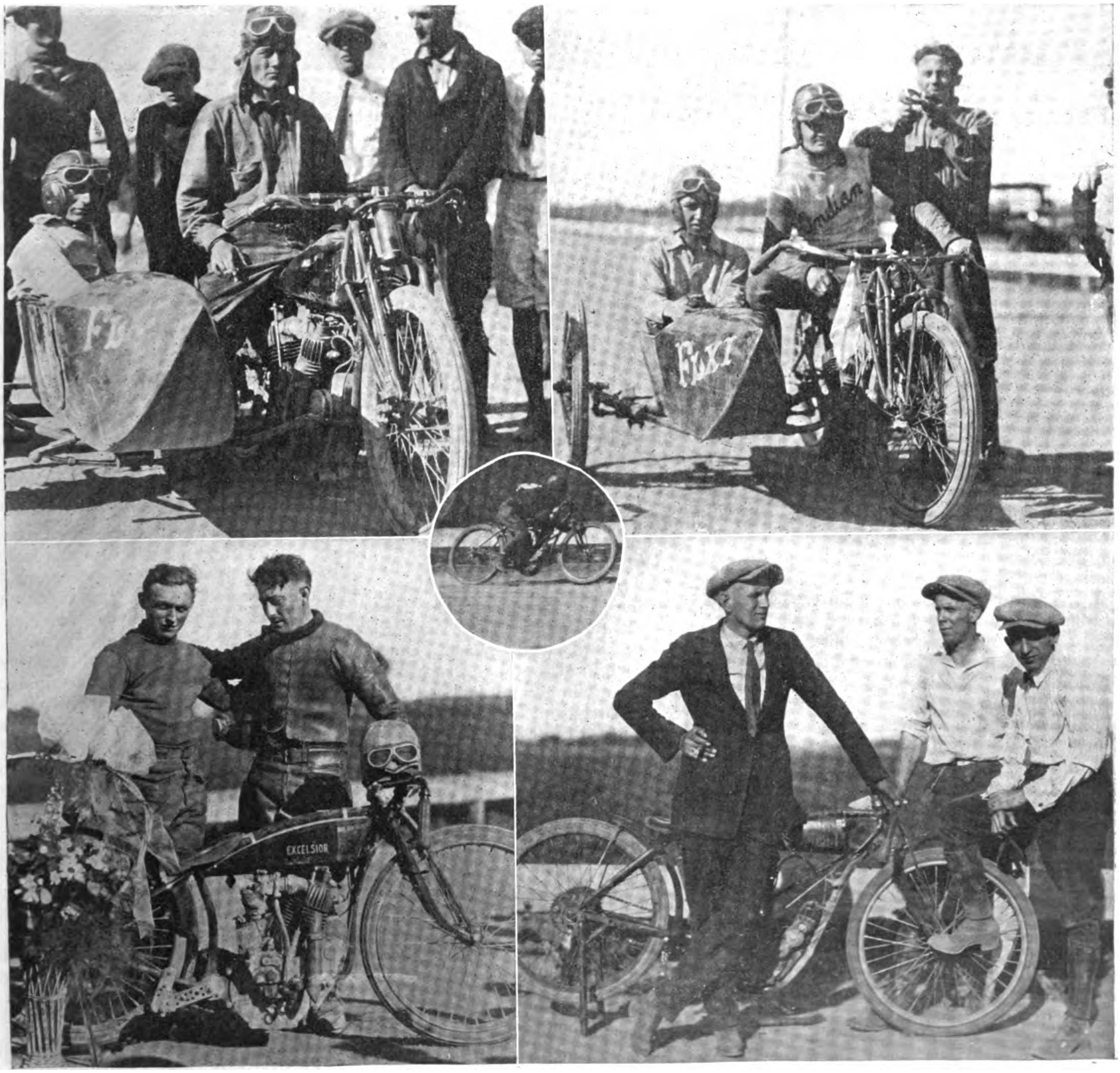
Open Events for Motors Up to 80 C. I.—Won by Eugene Ross, of Troy, Indian, 6 seconds; second, Reginald Pink, Westchester, R. S., 6 46/100; third, Orrie Barber, Bridgeport, Excelsior, 7 41/100; Tony Catanzaro, Waterbury, fourth, Harley - Davidson, 7 52/100; fifth, Walter Griswold, Woodbury, Harley-Davidson, 7 69/100; sixth, E. L. Barber, Stratford, R. S., 9 5/100.

Toledo Has *a* Speed Fest

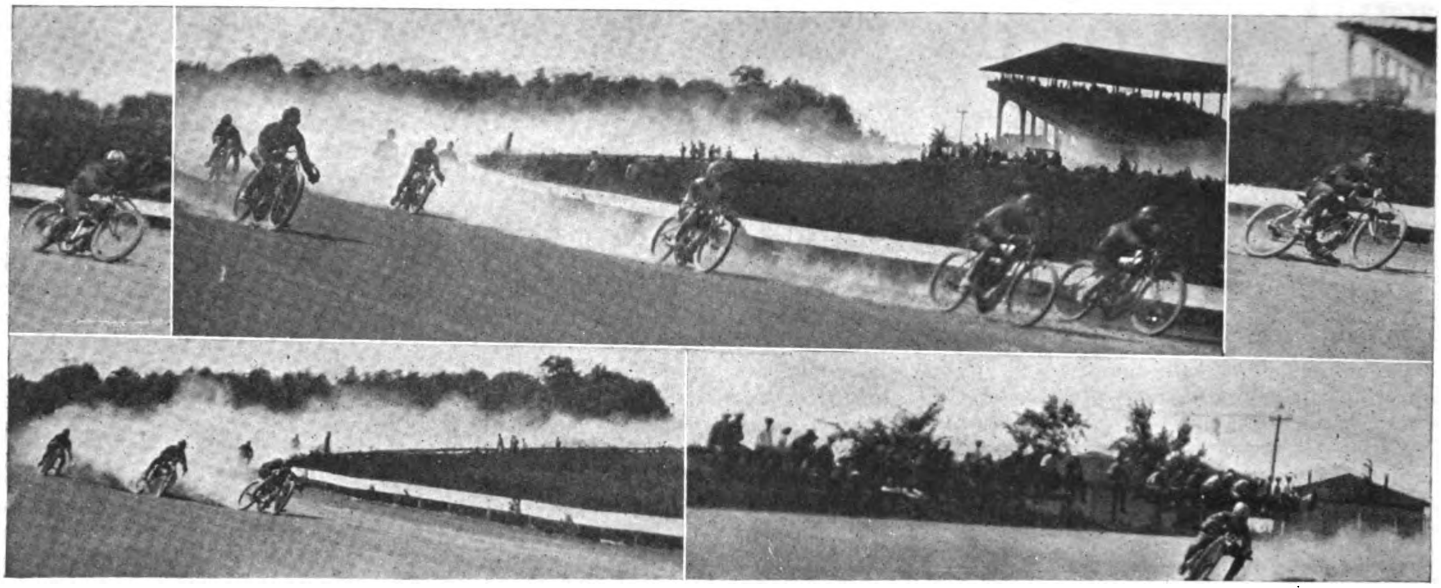
THE Speed Fest held in Toledo Sunday, June 25, proved conclusively two facts which have been debated some time. The first was that single cylinder or engine of 30.50 cubic inches are fast enough for mile tracks and furnish a better class of competition than larger machines, also reducing the hazards to a point where it can be said, racing is safe.

Of course, accidents will happen, but the use of small engines will tend to reduce them to a minimum. The second fact which was brought out was that standing starts are entirely satisfactory from every point of view, and it was only after the demonstration at the Toledo meet that everyone was convinced of this fact.

After three or four attempts at paced starts, with a racing automobile whereby the pacers tried every known trick to bring the contestants across the line in some sort of formation and at varying speeds from 45 to 65 miles an hour, in the second event to line the riders up, Wally Stuart, who was acting as referee, declared that all of the following events on the program would be standing starts. Two pushers were allowed each contestant and in every case the riders got off to a good start and all felt satisfied they had received a fair deal. A large field had entered consisting of practically all of the motorcycle celebrities east of the Mississippi, which promised a high class meet in every respect.



At the Toledo speed fest. Upper left, Jiggs Price in his first appearance with an Excelsior; upper right, Floyd Dreyer, high score man; lower left, Anderson and Jones receiving floral honors; lower right, "Millionaire Promoters," left to right, Ed Wagner, G. Snyder and Wally Stuart; insert, Paul Szarlsowski in action.



At Toledo, upper left, Paul Anderson; center, field lining up for start of solo race; upper right, John Seymour; lower left, Gene Walker in lead in solo race (note position of wheels); lower right, Maldwyn Jones taking a broadside, proof that 30.50 machines are fast enough.

All makes of machines were represented including one lone entry on a Cyclone mounted by Bob Lyons. Ten events were to be contested consisting of three solo races, three sidecar races, consolation for solo riders and qualifications for both solo and sidecar. The day's activities opened up with qualifying trials which resulted in a tie between "Gene" Walker, Indian, and Paul Anderson, Excelsior. They turned the track in 51 seconds flat. In the sidecar trials, Floyd Dreyer made the best time, 52 2/5 seconds. Jiggs Price, on an Excelsior, was second with 53 seconds. The time of the rest of the contestants ran very close to the head men which assured the spectators a day of close competition.

The first five-mile event which was a paced start was won by Gene Walker in 4:20 3/5. Johnny Seymour, on an Indian, followed him across the tape and Maldwyn Jones, on an Excelsior, finished third, having given the riders a real chase throughout the entire distance.

The lineup for the five-mile sidecar event introduced Jiggs Price riding an Excelsior for the first time. The fact that he did everything but take the lead away from Dryer, speaks well for his initiation on the Chicago mount. It was evident that he was not entirely at home on the new machine and with more practice his performance in the future will show considerable improvement. The first place went to Dreyer with Price second and Johnny Zetzer, a protege of Dreyers, on an Indian, third, in 4:25 3/5.

The next event was a miss-and-out for the solo riders with eight men lined up at the start. After a wild ride for seven miles during which Gene Walker and Don Marks rode neck to neck for the money all were eliminated but Gene Walker, who thus was credited with first money. Don Marks received second money and Maldwyn Jones, third.

During the running of the first solo events Paul Anderson, Excelsior, ran into a minor trouble which kept him out of place. He received his opportunity, however, in the next event, which was a ten-mile consolation, which he won in 9:08 1/5. Paul Szarkowski, Indian, and Byron Daily, Indian, finished second and third. The feature of this event was the awarding to Anderson of a large basket of flowers by a local florist, and were presented by Miss Dorothy Clegg.

The next event on the program was another five-mile race for sidecars which Dreyer, who led all through, won handily in 4:25½. Jiggs Price and Johnny Zetzer following him in the order named across the line. The feature solo event followed next in which Paul Anderson took the lead away from Gene Walker, who was in the lead for seven out of the ten miles. At the eighth mile Walker dropped back into third place. Don Marks passing him also and the race resulted in another win for Anderson. At the final dash to the finish Walker managed to get into Don Marks pace and jumped him about one hundred feet from the finishing line enough to bring him into second place, thereby by beating Marks by five feet. The time was 8:50.

The final event was for sidecars over the 15-mile route. Floyd Dreyer had things very much his own way in this event, for his only real competitor, Jiggs Price, was forced out of the race, in the tenth mile due to engine trouble. As the men crossed the line at the finish, the result showed Dreyer as being a winner, Johnny Zetzer second, George Sellers, on a Harley-Davidson, third. Time, 13:43.

There also was one novelty event on the program, a five-mile race for motor-propelled bicycles. The small motors sure did turn over and they managed to roll five miles in 9:4¾. Paul Anderson, on a Johnson Motor, was first; Willard Aston, also on a Johnson, was second. Third went to Ben Hirsch, on a Rollaway.

As stated before, standing starts were used in all the solo events with exception of the first one. The sidecars having been sent off to a rolling start. In spite of this fact, however, the time made by the singles was remarkable and only five seconds slower to the mile than that made on the same track by eight valve twins. They averaged over 70 miles an hour and furnished much more than enough excitement and thrills for the spectators. In order to maintain that average they had to slide and broadside around the turns.

The trade was well represented at the track side and examination of the license plates on the motorcycles parked on the grounds revealed the fact that there were people from as far south as Georgia, as far east as New York, and as far west as California, there to see the day's activities. Ernest Blauvelt made a special trip from New York City to see the race as well as Irving Barnard, the Excelsior Henderson traveler. Much credit is due Ed Wagner, G. G. Snyder and Wally Stuart for the capable manner in which everything was conducted.

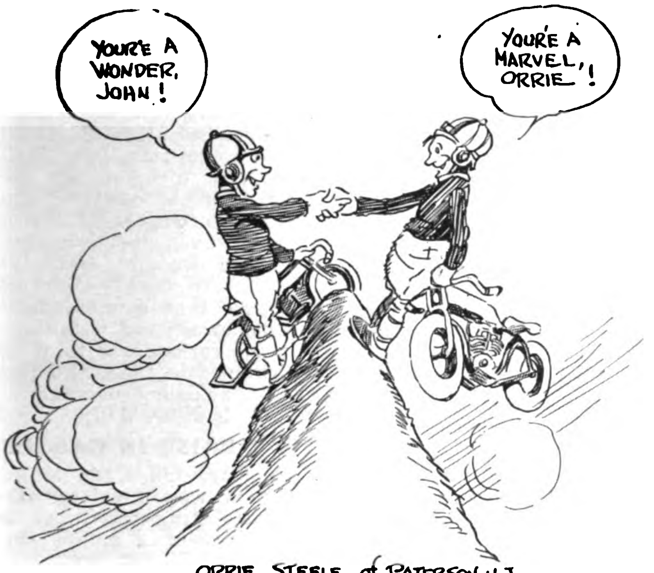
MAKING IT BRIEF

An editor ordered a story of a certain length, and discovered that the author had written several hundred words too many. In order to make the story fit the space at his disposal, the last few paragraphs were condensed into a single sentence.

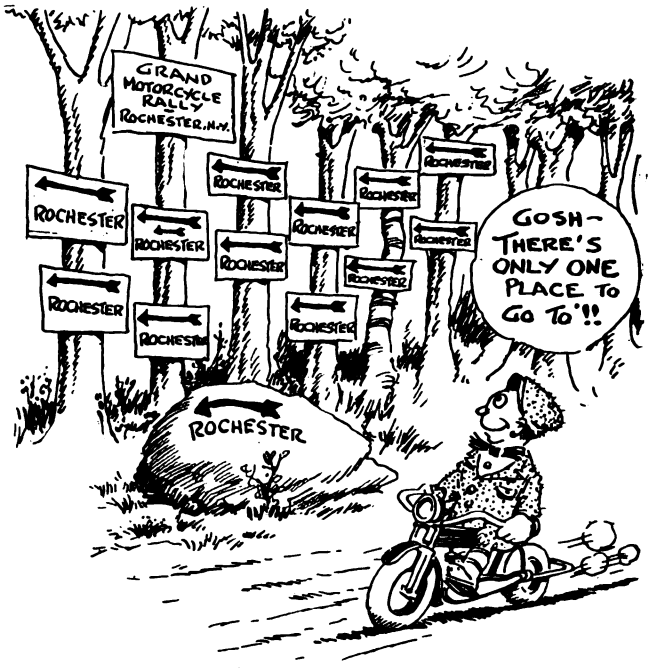
This is the way it read:

"Von Berken took a small glass of whiskey, his hat, his departure, no notice of his pursuers, a revolver out of his pocket, and finally, his life."—*Boston Post.*

WEEKLY WHIRL of WHEELS


YOU'RE A WONDER, JOHN!
YOU'RE A MARVEL, ORRIE!

ORRIE STEELE of PATERSON, N.J. AND JOHN UBELACHER OF ROCHESTER CARRY AWAY THE MAJOR HONORS IN EGYPT, N.Y., HILL CLIMB


GRAND MOTORCYCLE RALLY ROCHESTER, N.Y.
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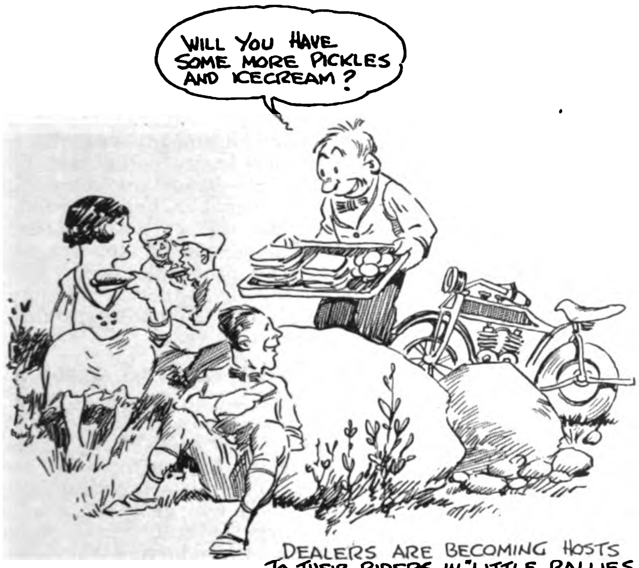
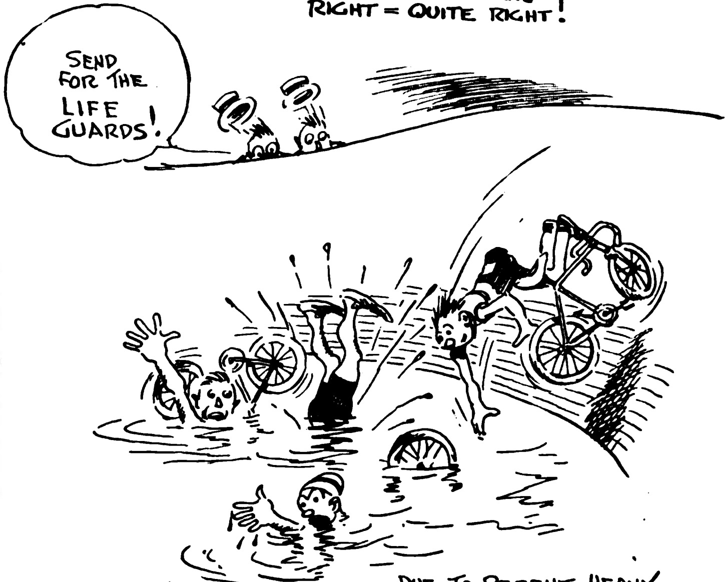
GOSH– THERE'S ONLY ONE PLACE TO GO TO'!!

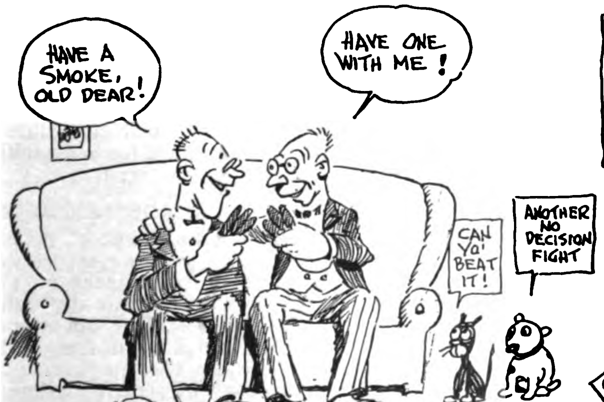
AH, YES. THE MAN'S RIGHT = QUITE RIGHT!


WILL YOU HAVE SOME MORE PICKLES AND ICECREAM?

DEALERS ARE BECOMING HOSTS TO THEIR RIDERS IN "LITTLE RALLIES AND PICNICS" WHICH ARE BEING WELL ATTENDED

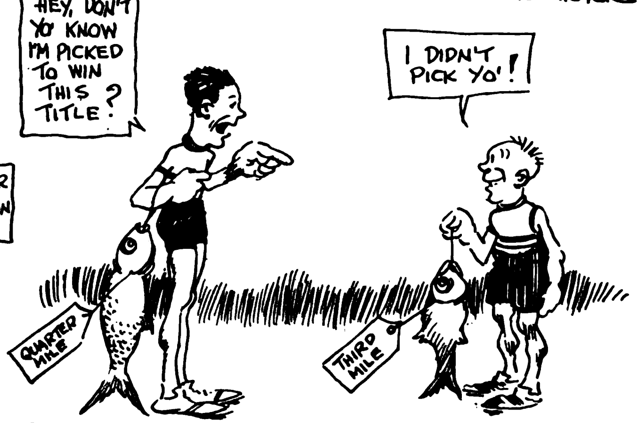

SEND FOR THE LIFE GUARDS!

DUE TO RECENT HEAVY RAINS THEY ARE HAVING BLOODLESS SPILLS AT THE WORCESTER TRACK


HAVE A SMOKE, OLD DEAR!
HAVE ONE WITH ME!
CAN YO' BEAT IT!
ANOTHER NO DECISION FIGHT

THE NATIONAL CYCLING ASSOCIATION AND THE AMATEUR BICYCLE LEAGUE BURY THE HATCHET AND SMOKE THE PERFECTO OF PEACE

Howard Freeman


HEY, DON'T YO' KNOW I'M PICKED TO WIN THIS TITLE?
I DIDN'T PICK YO'!
QUARTER MILE
THIRD MILE

FRED SPENCER COPS THE FIRST RACE FOR THE AMATEUR CROWN AND ELMER BUNDY COPS THE SECOND.

With *the* Trade

AUSTRALIA—COUNTRY OF PROGRESS

SPRINGFIELD, MASS.—Once in a while you find a chap with whom it is a pleasure to sit down in a quiet corner and fire all sorts of questions concerning a country, your knowledge of which is limited to your study of geography in the schools and to the facts that you may have gleaned from the press or from the current magazines.

First-hand information right off the bat, covering a breadth of subjects, showing a deep understanding and knowledge of the economic conditions and other problems which have been met and others which still confront this country—this is just what was handed us by J. H. Rhodes, Indian distributor for Australia and New Zealand, who, together with Mrs. Rhodes, is enjoying a business and pleasure trip to the United States. Mr. Rhodes is at the Wigwam now, conferring with officials and getting chuck full of the plans for 1923 and, incidentally, absorbing some of the enthusiasm for 1923 which is radiating from the Wigwam at the present time.

All this is very fine, but we are digressing from where we really started in. Now, as we said before, we didn't know a great deal about Australia, except that it was the home of the Kangaroo, was located somewhere down in the southern Pacific and that we had a live-wire dealer there. But, we are frank to confess, after our talk with "J. H." he "sold us Australia" hook, line and sinker. And while some of the interesting facts about his country are still fresh in our mind we want to pass them along to the readers of MOTORCYCLE AND BICYCLE ILLUSTRATED as we feel sure that it will make refreshing reading to all who are interested in learning more of this great country in the southern hemisphere.

Do you know that Australia is larger than the United States and Alaska combined, yet it has a population of but 5,000,000; that it leans more to the United States than to any other country in its efforts toward progressiveness; that it has a system of compulsory education and does not tolerate child labor, and that in a number of ways is far more advanced than any other country in the world?

Trade relations have a big influence on the people there; in fact, more so than any other single factor, and they find that the closer they stick to American methods the more progressive they are. It is surprising to learn of the great number of Australian business men who make regular visits to the United States for the sole purpose of absorbing new ideas and studying our methods of doing business. There is at the present time a large number of American business men in Australia for the simple reason that it is easy for an American to do business with an Australian.

Australia has copper, silver, lead, iron, coal, and in fact every known mineral and the finest wheat fields in the world. Its climate is similar to that of California. Everything can be raised there; all that is needed is the population to grow it. It is also one of the largest wool-producing countries in the world.

One thing that goes to make the motorcycle popular in Australia is the fact that gasoline costs $1 per gallon and tires, sundries and accessories cost in proportion, creating a demand for the motorcycle rather than the automobile on account of the difference in operating expense. Professional men, business men, teachers and, in fact, all classes use the motorcycle, both for utility and pleasure.

There are 14,000 motorcycles registered in the state of Victoria alone, which is more than the registration in the whole of the Dominion of Canada. Mr. and Mrs. Rhodes plan to stay in the United States for several weeks, visiting some of the larger cities at their leisure, and expect to be in Melbourne again by the middle of October.

THE "GAS" INVESTIGATION

Washington, D. C.—Government agents went into the gasoline market recently asking questions as to recent changes in the price of gasoline in Houston. Gasoline became a "luxury" recently when the price advanced from 18c to 25c a gallon. The investigation in Houston is part of the nation-wide inquiry into the price of gasoline. It was declared that inquiries are being made at Beaumont and Port Arthur also.

Gasoline went to 15c a gallon wholesale in Houston last April, when one company cut the price to 15c wholesale and 18c retail. Then the price war ended and the price started going up. All the companies again started selling gasoline at the same price. An increase by one company was followed by a similar increase by others until the retail price had gone up to the present level of 25c.

FIRESTONE DECLARES DIVIDEND

Akron, Ohio.—The Firestone Tire & Rubber Company has declared its regular quarterly dividend of 1½% on its 6 per cent preferred stock, payable July 15, and the regular quarterly dividend on the 7 per cent preferred stock, payable August 15. It is stated by executives of the company that June has proved the biggest month in actual number of tire sales since the founding of the concern twenty-two years ago.

Official report that demand has greatly exceeded expectations and is taxing production. Over 500 carloads, a total of 700,000 tires, were shipped in June, and there is no indication of slackening demand. Production now exceeds 25,000 daily.

EXPECT RAISE IN GASOLINE

New York City.—Oil trade looks for an advance in tank wagon prices of gasoline in Eastern marketing territory, following increase of one cent a gallon throughout the Middle West.

Gasoline consumption continues at record rate, and when May figures are available they will show stocks drawn upon for the first time since last October. In 1921, which was the record gasoline consuming year up to the present, stocks were not drawn upon until June, so that this year consumption went ahead of output a month earlier.

GOODRICH CO. OPTIMISTIC

AKRON, O.—Officials of the B. F. Goodrich Rubber Company—which probably suffered more severely the last two years than any of its important competitors—believe the corner has been turned. Plants at Akron, as well as manufacturing divisions in France and Japan, are said to be operating on a profitable basis. Unless conditions in the tire situation become further demoralized, the company should make a fair showing this year.

FIRESTONE MAKING 25,000 A DAY

Akron, Ohio.—The Firestone Tire & Rubber Company is now making 25,000 tires a day. June sales were very satisfactory, due to dealers buying heavily to replace low stocks. There is a growing feeling here that production will drop off gradually for a time. Large inventories of manufacturers with lower production than at present are thought to be sufficient for the country's needs.

RAISE PRICE ON "GAS"

Chicago.—Standard Oil of Nebraska has advanced gasoline and kerosene one cent a gallon each, effective June 30. Continental Oil Co., which operates in the Rocky Mountain territory, also advanced gasoline and kerosene one cent a gallon each. These advances restore former parities in Standard Oil of Indiana territory.

LIFT RUSSIAN MAIL BAN

Washington, D. C.—Until a few days ago, the Soviet government refused to receive more than two pieces of mail per month from this country to any individual in Russia. The postoffice announces this restriction now has been remedied, and there is no limit on the number of pieces of mail which may be sent to anyone in Russia.

WANTS OUR ACCESSORIES

New York City—Morinaga & Company, 35 Tenjinsupicho, Kitaku, Osaka, Japan, wants to get in touch with American accessories manufacturers with a view of exporting considerable material.

F. Frank Dennis, district manager of the Globe Electric Company, Milwaukee, uses a Neracar to cover western half of New York State. Needless to say, he covers four times as much territory as he did by train with only a fraction of the expense.

Is Your Town Like This?

Are the Riders Going to Other Places to Buy Parts and Accessories Because the Dealers Are Fighting Among Themselves?

WHAT do the riders in your community think of you, Mr. Dealer? Have you ever given the question a thought, and if so, how have you answered it?

This week MOTORCYCLE AND BICYCLE ILLUSTRATED received a copy of a letter sent to the dealers in a certain eastern city, by the secretary of the motorcycle club, which for several years has been making an uphill effort to promote good fellowship among the motorcycle riders, because of the non-cooperative spirit of the dealers.

We would not be surprised if similar conditions might be found in other places, and we publish portions of the letter in the hope that what the riders have to say may bring warring dealers to a realization of the folly of knocking.

The letter is addressed to "Friend Dealer" and starts off like this:

"You realize that the more motorcycles and bicycles there are on the road the more business it means to you, in parts, accessories, repair jobs, and the sale of more machines, by arousing the interest of new prospects.

"Then why not do something to get the fellows who already own them to use them more, and more of them together. The larger the display, the more interest it will attract. If you saw a chicken along the road (the kind with feathers) you would hardly glance at it, but if it were a duck with a dozen or more right behind each other in single file, you undoubtedly would look twice and smile.

"The way to accomplish this is for all the dealers to discard their old-time warfare sales methods and join together and form a dealers' association and work together as if you were all working for one big store, and of course the best salesman would show the largest sales. Don't knock; every knock has a comeback to it.

"If a customer comes in your store and asks for something you are out of, or a part for some other make of machine, don't tell him he can not get it in town, or that this is just as good. Direct him to one of your brother dealers. He will appreciate it and the next time he wants something, 10 to 1 he will come to you first, because he has learned to believe in you, and if you have not got it he knows you will tell him where he can get it.

"You spend considerable amounts for advertising. What better way is there to advertise than to have your goods right on the road, performing before the eyes of the public, showing them the sport, amusement, utility, economy, etc., of owning and riding a motorcycle or bicycle? It is easier to show a man than to tell him. He cannot deny what his eyes actually see. But he can doubt your words and advertising. Then why not take a part of this advertising expense and apply it to runs, social affairs or minor competitive events for your riders, and offer small prizes to interest them and get as many out as possible? Or, as said before, form an association and pool your share of expenses and prizes together and hold outings, with some attractions at the end, such as 'Find the hidden treasure,' 'Hare and Hound Chase,' etc. It will pay you back indirectly. Try it out and see. If you have not the time to take an active part, arrange with some reliable riders or the motorcycle club to handle the details and carry your programme out. They would only be too glad to do so.

YOU dealers would be surprised if you knew the quantity of parts and accessories that are bought out of town just on account of the way the dealers of this city have acted and treat the riders.

If a customer comes in your store and asks for something you are out of, or a part for some other make of machine, don't tell him he cannot get it in town, or that 'this is just as good.' Direct him to one of your brother dealers. He will appreciate it and the next time he wants something, 10 to 1, he will come to you first because he has learned to believe in you, and if you have not got it, he knows you will tell him where to get it.

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Miss Julia Warner of Saratoga, N. Y., can handle her outfit just as well as any of the boys.

"No matter what kind of motorcycle or bicycle activities are carried on, the dealers are really the ones benefitted more than any one else. They get the business. They why shouldn't those who received the financial benefits do their bit?

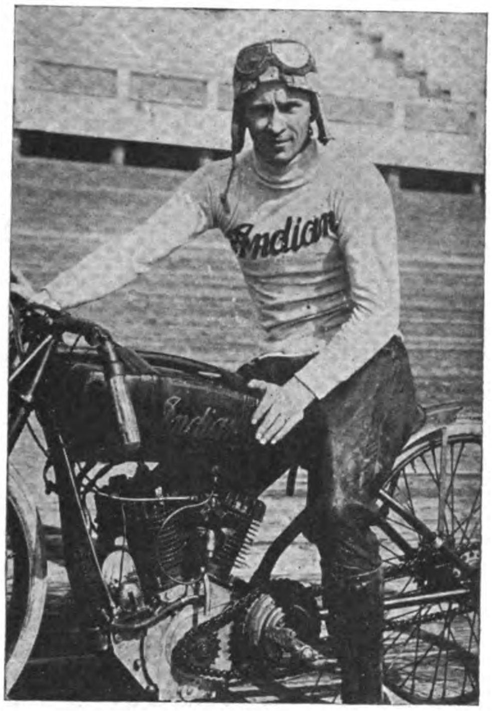
"We would like to see this year be the greatest riding season the city and state has experienced. You realize the club is not financially able to do anything along this line to any great extent. You also are familiar with the membership. We are willing to do whatever we can, but experience has taught us that to get the riders out, there must be something for them to come out for. We would suggest to hold all our runs open to any rider, but to win a prize he must either be a member of the club or the M. & A. T. A., unless it is something strictly for club members only, or something that the dealers would want to be open for any rider.

"Why cannot we make this year's Gypsy Tour one to be remembered. Friend, if you want the riders to *ride*, it's up to you.

"You dealers would be surprised if you knew the quantity of parts and accessories that are bought out of town, just on account of the way the dealers of this city have acted and treat the riders. Why not get together and show the riders you can give them as good service and prices as out-of-town dealers, and that you appreciate their business? Show the riders that you are with them; that with every sale you make also goes your friendship, good fellowship, cooperation, and service.

"We could say more, but you are men of brains and ability. So please give the subject some concentrated thought, and you will agree that you have been foolish by bucking each other and by not giving the rider activities some support and thought."

Think it over, Mr. Dealer; these riders seem to know what they are talking about.



RALPH HEPBURN

Indian Supre

First — Th

In 1921 and again in 1922 Ralph He
National Championship at Wichita,
time of 4 hours, 19 minutes and 29 s

Third honors went to John Krieg
hours, 37 minutes and 36 4-5 second

"Speck" Warner came in for his sha
in the race.

HENDEE MANUFAC

LARGEST MOTORCYCL MAN

SPRINGFIELD,

Motocycle
facturing Co.
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PAUL "SPECK" WARNER

burn takes the 300 Mile M.&A.T.A.
Kansas, July 4th. He did this in the
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r who completed the distance in 4

e of the spoils by taking fourth place

TURING COMPANY
JFACTURERS IN THE WORLD
MASS., U. S. A.

What Motorcycle Clubs *and* Riders Are Doing

Tacoma, Wash.—From Tacoma, Wash., to Pittsburgh, Pa., by motorcycle is a trip that Private James F. Summerville, of Camp Lewis, and his pal, Private Fred T. Zonner, are planning to take within a few days.

GOLDEN GATE CLUB GROWING

San Francisco, Cal.—The Golden Gate Motorcycle Club, of San Francisco, has been organized for six months. During that time its membership has grown so rapidly that it is now looking for new permanent club rooms. A big banquet is being planned for the near future, which will be at the club's expense.

TO REBUILD AT SAN CARLOS

San Francisco—William Pickens, manager of the big speedway at San Carlos, near San Francisco, has announced the immediate starting of construction work. The speedway was made a wreck by fire of unknown origin which blazed for several hours on June 18, despite the valiant efforts of firefighters. Jack Prince, well-known speedway builder, will, it is stated, divide his time between San Carlos and a bowl he is building at Kansas City.

INDIAN SECURES ANOTHER SCALP

Brisbane, Australia—The motorcycle fraternity will be interested to know that Ernie Odlum, riding his stock Powerplus Indian, lowered the Queensland record at Southport during Easter, doing 85.3 miles to the hour. It will also be interesting to note that Mr. Odlum has been using this Indian continually for over 5 years, which speaks well for the reliability and long wearing qualities of the Red Fellow.

BREAKS BEFORE-WAR MARK

Prague, Czecho-Slovakia—Ing. F. Marik, Indian distributor, reports pre-war hill climb record, 3:58, broken by Chlad on an Indian on April 30. Time, 3:51.

PLAN ON LONG TRIP

Canada Cycle and Motor Agency (Q) Ltd., Creek street, Brisbane, who have the sole Queensland agency for the Indian, have prepared a leaflet showing Mr. Odlum's record in competition since he purchased the machine in 1916, this shows that he has won 33 first places to say nothing about second and third places and they claim it is an absolute record for prizes to be won by any one individual in Australia.

AN INTER-STATE RUN

San Francisco, Cal.—The Inter-State run from San Francisco to Reno, Nev., over July 2, 3, and 4 was fathered by the Reno Motorcycle Club and the San Francisco Motorcycle Club. The Golden Gate Motorcycle Club, of San Francisco, the "Jazz" Club, a small but very much alive motorcycle club of San Francisco; the Oakland Arrow Club and the Oakland Motorcycle Club have all signified their intention of participating in the run. While in Reno two motorcycle polo games were played between the San Francisco Motorcycle Club and the Oakland Motorcycle Club.

The Jazz Club of San Francisco is going to join the M. and A. T. A. Speaking of these motorcyclists, C. E. Oberg, of the Pacific Motor Supply Co., said: "The members of this live organization are 100 per cent. M. and A. T. A."

SAFE AND SANE TOUR

Ottawa, Ont.—The Ottawa Motorcycle Club gave an example of sane riding on the occasion of its outing to Beckett's Landing on Sunday, June 25. The picnic also proved to be the best attended event yet staged by the club, about forty riders and sidecar passengers taking part.

Under the direction of Capt. R. T. Stephens, the many riders left Lansdowne Park, Ottawa, at 9.30 a. m. and took two hours and 10 minutes for the thirty-mile ride over the Prescott Highway. The slow pace was maintained at all times as a demonstration of quiet and careful motorcycling and the trip turned out to be highly enjoyable for both ladies and gentlemen.

Officers of the club present included President J. Barr, Vice-President F. Simmons, Secretary W. G. Clarke; Treasurer, T. K. Chappel, Capt. Stephens, Doug Anderson and others. The picnicers had lunch on a lovely farm at Beckett's Landing, tried their luck at fishing and played games until nightfall.

One of the contestants in a recent race in Germany. He is mounted on an English Douglas. What would Amercian riders do with all of the levers and wires on this machine?

QUEENSBORO M. C. RUN NEXT

Brooklyn, N. Y.—The third annual social run to be conducted by the Queensboro Motorcycle Club will be held on Sunday, July 16. Handsome prizes will be given away, one a sidecar. Riders will qualify for prizes through having oldest machine, ladies in own machines and various other stunts.

It is going to be a big day for all. Don't forget to bring your own lunch. Refreshments and sandwiches may be secured at the grounds. Cutouts must be kept closed and speed laws must be observed, or the riders may find themselves disqualified. Event will be held under M. and A. T. A. rules.

TO RIDE IN GRAND PRIZE

Turin, Italy—In order to forcibly introduce the Indian Chief Model to the people of Italy, Messrs. Nagas and Ray, Indian distributors, of Turin, are organizing a tour which they will call the Indian Chief Grand Prix Tour and will be for Indian Chief riders only. The tour will cover practically all the important cities and towns through the northern part of Italy.

The tour is divided into three-day runs as follows:

1st day, Torino to Florence, 447 kilometers
2nd day, resting at Florence
3rd day, Florence to Rimini, passing thru Rome, 650 kilometers
4th day, resting at Rimini
5th day, Rimini to Milan, 589 kilometers

Nagas and Ray are taking this method to bring the Indian Chief more forcibly before the people in their territory and are laying plans for a very large business with this model for 1923.

CARMAN WINS ON POINTS

Providence, R. I.—Clarence Carman won a two-heat motor-paced race from George Wiley and J. Lucien Miquel at the Cycledrome, Friday night, June 30, on points. Carman won the first heat of 15 miles in 20:44 4-5, the fastest time ever made on the track for the distance, while he got second place in the final heat of 25 miles, thereby giving him a total of nine points, against Wiley's eight. Wiley won the second heat, while he got no points in the first heat, finishing third.

Orlando Piani needed three heats to defeat Alfred Goulett in a special match race. The second heat of a mile was stopped twice. The men failed to follow the pace set for them by Blomstrom, while the second stop was necessitated by an accident to Goulett's bicycle. The match was the best ever seen at the track. Piani made a lap in 13 4-5 for the fastest time. Summaries:

Three-Lap (3-7-Mile) Handicap, Amateur—Won by Vincent Pischione, 55 yards; second, Clarence Elmstrom, 50 yards; third, Conrad Sundquist, 50 yards; fourth, A. Patrone, 35 yards. Time, 50 1-5 seconds.

One-Mile Handicap, Class B, Amateur—Won by Chick Meyer, scratch; second, Armand Belanger, 50 yards; third, Edward Stone, 100 yards; fourth, Conrad Sundquist, 50 yards. Time, 2:07 1-5.

Miss-and-Out, Amateur—Won by Fred Jarvis; second, Roland Sivigny; third, Alphonse Columbe; fourth, Abner Bailey. Distance, 1 6-7 miles. Time, 3:59 2-5.

Three-Mile Open, Professional—Won by Frank Depanni; second, Vincent Markey; third, Thomas Fitszimmons; fourth, Humbert Norantonio. Time, 6:42.

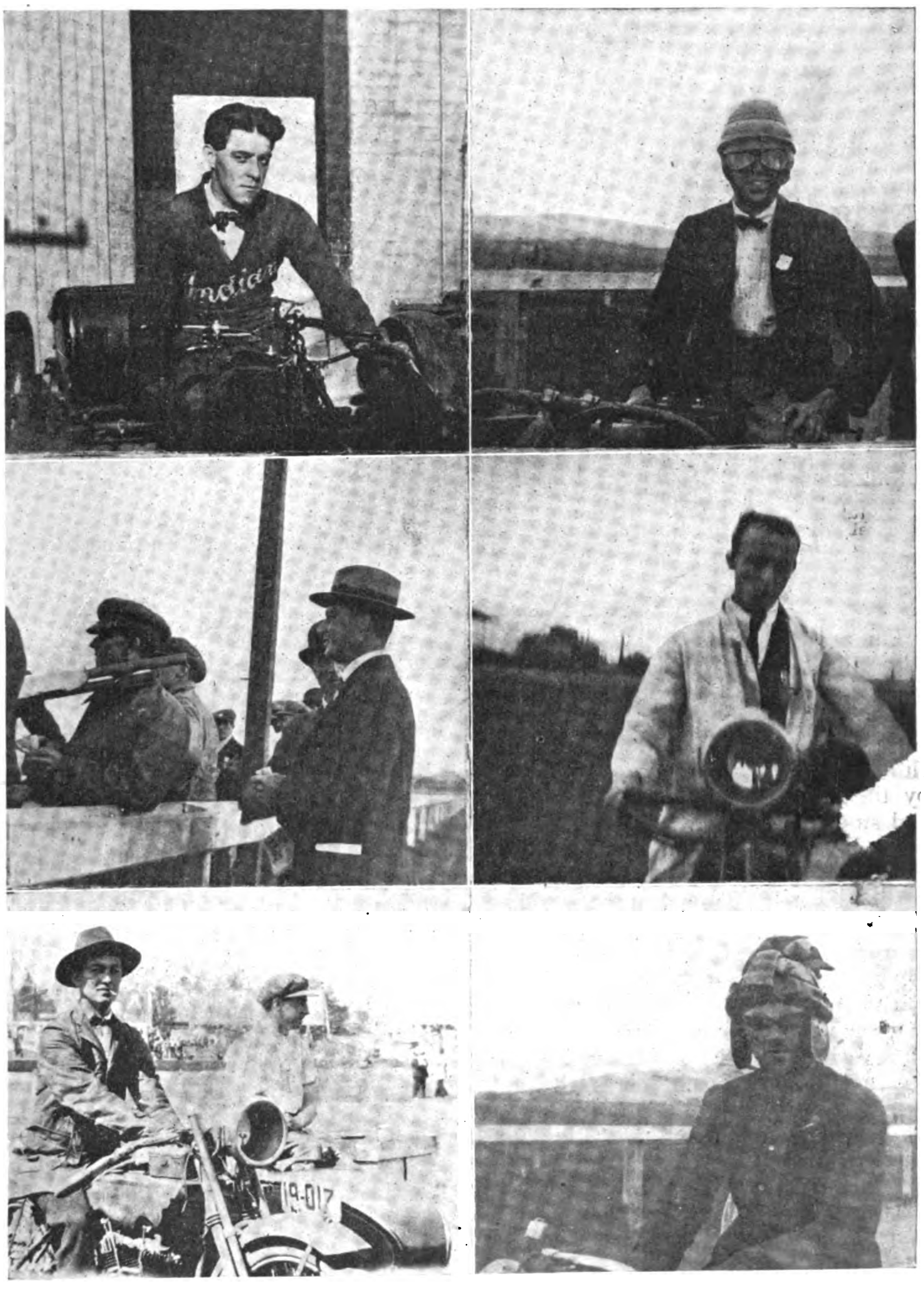
One-Mile Repeschage Handicap, Professional—Won by Archie Villa, 65 yards; second, Joseph Reeber, 50 yards; third, G. Prococini, 45 yards; fourth, Luigi Marcella, 130 yards. Time, 2:00 4-5.

Motor-Paced Race, Professional, First Heat, 15 Miles—Won by Clarence Carman, New York; second, Jules Miquel, Paris; third, George Wiley, Syracuse. Time, 20:44 4-5. Second Heat, 25 Miles—Won by George Wiley; second, Carman; third, Miquel. Total points: Carman, 9; Wiley, 8; Miquel, 2. Time, 36:11 4-5.

Leading Australian Motorcyclists

By Harry Gordon

PHOTOS of a bunch of the most prominent figures in the motorcycle world in Australia accompany this screed. On the official side there are V. R. Blacket, the new Hon. Gen. Sec'y of the Motorcycle Club of New South Wales, which governs the sport in that State, and is about the most powerful governing body connected with the sport in the Australian Commonwealth. Among Mr. Blacket's triumphs since he took office a couple of months ago, in February. are running the Bathurst Road and Track racing carnival at which the best men in the state and a formidable Indian representative in David Brewster, of Melbourne, met and the motorcycling section of the Australian Aerial Derby meeting at Victoria Park racecourse, Sydney. Mr. Blacket is wearing a soft felt hat in the picture. Then there is Mr. W. "Bill" Collins, competition secretary of the Motorcycle Club of N. S. W. When this picture was taken, William was buzzing about Victoria Park on that big Henderson, keeping the competition going for all he was worth. With all his war paint on as one of our speediest sidecar competition riders, is Alf Harry, treasurer of the M. C. C. of N. S. W. This picture was taken at the Victoria Park meeting, where Alf was trying to persuade his machine to get into its usual place at the head of the procession. Next, gentlemen, allow us to introduce that remarkable combination, Tom Benstead and Billy Conaulty. You will observe from the photo that success has not spoilt either of the victims of the photographers' art, even though Tom Benstead still had ahead of him his sensational crash at Bathurst racecourse, when he collided with another broken down sidecar outfit while traveling at somewhere near 50 m.p.h. Among his successes are winning the 100 miles road race at Narellan in April 1920, and the 100 miles championship at Goulburn just 12 months later; the five miles championship at Victoria Park last November, and the five laps solo scratch race and also a special match with Dave Brewster at the Aerial Derby meeting.



Top, left: David Brewster; right, Alf Harry. Center, left: V. R. Blackett; right, "Bill" Collins. Bottom, left: Tom Benstead; right, A. H. Noad

Billy Conaulty is steadily coming to the front, and is probably the king of the under 600 c.c. division in this state now. He mostly rides a 3½ h.p. Norton, but at Bathurst switched onto a Scout, and appropriated the five miles championship on it. He also won the Junior Tourist Trophy 66 miles road race. Following these we have Dave Brewster, of Melbourne, Victoria, who commenced riding in 1918 by running sixth in the great 200 miles road race at Mortlake. The next year he ran second, and did the absolutely fastest time, 3 hours 46 mins. 55 secs., and also tied with the late Harold Parsons and A. E. Sutton for the solo championship of the Motorcycle Club of Victoria, besides finishing with a clean sheet in the annual reliability trial to Mortlake, 152 miles. Since then he had twice got through with a clean sheet in the strenuous annual trial from Melbourne to Marysville and back, won the 10 miles championship of New South Wales on the track, and second, fastest time and fastest lap in the Junior Tourist Trophy at the road section of that meeting.. When riding in the Senior Tourist Trophy, and going well, Brewster's machine suddenly caught fire and was badly damaged. Last of all we have A. H. Noad, who was quite the sensation of the Bathurst meeting, winning every event in which he competed. Noad followed this up by accounting for the sidecar race at the Aerial Derby meeting. He, like Benstead, is a Harley-Davidson rider.

MOTORCYCLISTS I HAVE MET

By R. B. Parrish

This is the third of a series of short sketches by R. P. Parrish, who in his capacity of pathfinder for the B. F. Goodrich Rubber Company's touring bureau has traveled in every state in the Union, and had many interesting adventures.

ONE of the finest fellows I ever met was a young fellow from the South who was a skilled rider as well as a good sport, that is to say, a real sport, and well liked by all who knew him. He was neat and generally had a smile on his face, was always ready for a little race, if you wanted it, or a little social ride. When prohibition began to gather its toll, this young man, like many others, fell victim to some of the dynamite and wood alcohol mixtures offered by the bootleggers and while enraged by this mixture one day he went wild and proceeded to shoot up the whole town, resulting in his being sent to the State farm for five years where he is now serving his time. This goes to show that there is a very poor chance of mixing corn and gasoline.

* * *

On another trip I met a fellow who was selling "chill" tonic and using his motorcycle for a means of transportation. He traveled from one farm to another dispensing his liquid for all ailments, including chicken pox. I was broke down by the roadside when he came my way and stopped to chat with me for awhile. He gave me a spiel the way that he put it to the farmers. He said: "This is the only medicine of its kind in the world. It is good for most any and everything. I guarantee it to cure all chills and keep away evil spirits, no matter what kind of spirits they may be, liquid or otherwise. It cleans your teeth, combs your hair, makes you feel like a millionaire. It's good for the stomach, cures the gout, keeps the hair from falling out, will press your pants, shine your shoes, liquidates the home town blues!"

"Here," I said, "that will do for this time, brother, you are good beyond the shadow of doubt. I'll take your word for all of it. I'll take a bottle of your dope, just pour it in the gully and keep the bottle."

This seemed to amuse the young drug salesman, and he told me a story of his start in the drug business.

"My pal and I were out in the South one time on a ride," he said, "and we went broke. We simply had to have some money, so while we were resting under the shade of a tree one day, there was an old rotten log nearby which had turned to red rotten pulp and looked very much like it had been burned. This, when ground to a fine powder was red and looked like it might be good for something. We decided that it was good flea powder and we proceeded to make up some for that purpose. The thing went well, so we stopped at the first farm house to sell them some New Era Flea powder, writing the directions on the package with a led pencil.

We had made our first sale and were ready to slip in the clutch, when a girl, something like fourteen years old came running to the gate and called to us. "Hey, mister," she said, "how do you use this powder?" The directions are on the package," was the reply, to which the girl answered, "Mister, there is not one of us here who can read a line."

"Well, in a case of that kind, just catch a flea by the back of the neck and cram the powder down his throat until you have choked him to death," said the pedler.

SOME SELLING TONIC

Administered by Dieux Wheeler

THE dealer who doesn't go out after business doesn't need much territory alloted to him by the manufacturer whose goods he is expected to sell. About one city square would be enough, to the writer's way of thinking.

I am pleased to note one motorcycle manufacturer giving his dealers territory according to their progressiveness and go-getiveness. The sit-and-wait dealer is lucky to get exclusive selling rights for one city, while the up-and-after-them dealer gets as many as five counties.

One Illinois dealer has been given five counties by this manufacturer because the latter knows that those counties will be intensively worked. This dealer has already covered his whole territory and distributed thousands of circulars. This broad-casting has so far netted the dealer hundreds of inquiries that are bound to generate a goodly number of sales.

It's a poor kind of farmer that is too lazy to pick the berries. Then next winter he wonders where his neighbor got all the wine.

The motorcycle or bicycle dealer can consider himself lucky when it comes to demonstrating for a sale. Consider the poor electrical appliance, piano, phonograph and other dealers. They can't hop aboard their wares and ride down to the prospect's house to give a demonstration. They've got to load their wares on a truck and move them into the prospective purchaser's house or beg him to come to the store for the little exhibition. You ought to appreciate the convenient demonstration facilities you enjoy as motorcycle and bicycle dealers, and use them to the utmost.

A cheerful manner makes an immediate wireless connection with the heart of a prospective customer and transmits an irresistible call for business.

The smile has a high market value. Cultivate it.

FAT SPARKS

By Hy Tension

Contributions to this column will be welcomed. If you think you have a spark that is hot enough to ignite the gas, send it along. Address contributions to Fat Spark Column, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

Pess vs. Opt

A noted wiseacre said that we are all pessimists at night and optimists in the day time.

Moral: Don't keep your shop open evenings.

Have a Keer!

Mix hootch with gasoline and you generally get epitaph syrup.

In Our Name's Club Chapel

Don Pope
Vincent Madonna
S. D. Goodman
A. B. Monks
W. H. Parsons
Harry Bell
Laurence Aulter
"Red" Parrish

Politely Pifflicated

Dear Fat Sparks—A well-known local celebrity, securing from some mysterious source, had partaken copiously of the cup that fills. In his case it was overfilled—overflowing, so to speak. In the wee sma' hours of the morning he was weaving his way homeward, and his vision being somewhat obscured, he bumped up against the figure of an Indian, which stands outside the shop of a local tobacconist. He is rather upset by the impact, but, after retrieving his hat, which had fallen off during the encounter, he goes back to apologize: "Awful clumsy of me, old top; beg pardon for stepping on your corns. Shake hands on it and tell me you're not sore—an', shay, ol' dear, tell me, are you the guy whot makes de Indian motorshikel?"

Ali Mecca Bum Out O' Us

And now we have an Arabian ankler who is some pedaller. According to Ernest Ohrt, who discovered him, we learn that Ali Remadni is one of the "Arabs who fold their tents and steal away" from the rest of the field.

Meet Me at the Motorcycle Rodeo

Now it's meet me at Rochester,
Meet me at the camp
And we'll drown our old Angora
Goat in Ontario Damp.

Answering C. H. F.

Yeh, we saw that picture of the Royal Enfield with the big footboards, but we like the Britons too much to insinuate that one might judge the size of John Bull's feet by the size of his motorcycle's footboards. Let's guess again.

GARDEN PIER
ENTRANCE

Garden Pier Entrance, showing portion of the flower beds in front of the main building

Where Bicycle Show Will Be Held

GARDEN PIER, Atlantic City, the place chosen for the Bicycle Show next September, is one of the most remarkable and most interesting commercial enterprises in the country. Unlike the numerous other large piers which extend into the ocean from the famous Board Walk, Garden Pier is not an amusement enterprise, though it does not lack in entertainment features.

The Pier is primarily designed as a permanent national exposition for the display of American-made products for the benefit of the millions of visitors who come from all over the world to rest and play at America's national all-the-year-around health and pleasure resort.

Entering the Pier from the Board Walk, broad plazas flank the central garden, with low, dignified buildings on either side of the plaza leading up to the main building, about 400 feet beyond. The garden adds materially to the effect. It is used as an exhibition ground for specimen plants. The main building is 175 feet by 200 feet, with a central arcade 25 feet wide and 30 feet high, throughout its entire length. On one side is Keith's Theater and on the other the main exposition hall, 97 feet by 158 feet, with ceilings 75 feet high.

The ocean end of Garden Pier

Beyond this, at the extreme ocean end of the Pier, is another exposition hall. It is 169 feet long by 59 feet wide, and will easily accommodate 4,000 people and 40 or more exhibits.

The Bicycle Show will be opened Wednesday, September 13, for jobbers only. The official opening for the general public will be on Thursday, September 14, and the show will remain open until Saturday night. There will be meetings of the various associations and a trade dinner Friday evening. The national amateur bicycle road championship races will be held Saturday.

UPSETS AT N. Y. VELODROME

UPSETS at the New York Velodrome were the rule on Friday night, June 30, one actual upset spoiling Frank Corry's chances in the 50-kilometer motor-paced race, his fall robbing him of a win after he looked all the time a winner. Corry was opposed by George Seres, France; Victor Linart, Belgium, and Larry Gaffney, the Brooklynite.

Corry assumed the lead in the race at the start and held it for 23 of 31 1/6 miles that they sent them. His front tire blew up at this stage and the Australian was thrown heavily. He had a lead of two laps on Seres at this time, but by the time that he got back on again Seres had passed him, but Frank held the others safe. Near the finish Corry attempted to take the lead away from Seres, but he lost his pace and had to be content with second. Gaffney finished third and Linart was fourth. The time was 45:10 1/5. Corry was badly burned about the arms, hands and legs, but his game ride made a big hit with the crowd and he was substituted in the 50-mile race this week for his great showing.

The other upset, this one a spilling of the bean bucket, was the elimination of Fred Spencer, the best amateur championship prospect, in his heat of the third-mile title race, the second of a series of six races to decide the championship of the "Simon" division this year. Spencer was eliminated in his heat by Carl Hambacher, the Newarker. Hambacher, Willie Grimm, Elmer Bundt, Anthony Beckman, E. C. Bendi, Burton Fenn, Willie Beck and Louis Hiban won the heats. In the last heat it looked as though the judges erred in picking Hiban over Roy Mobeck, the Chicago lad, but the decision stood.

Grimm and Bendi qualified in the first semi-final and Hambacher and Bundt in the second. In the final Bundt nipped Grimm at the tape with Bendi getting third and Hambacher fourth. The standing after the third-mile race was as follows: Willie Grimm, 6 points; Elmer Bundt and Fred Spencer, 5 each; Larry Seuffert and E. C. Bendi, 2 each, and Carl Hambacher and Sam Gastman, 1 each.

Reggie McNamara, the Newarker, was in good form and copped two races. In the mile open Arthur Spencer won, but was disqualified for coming through on the pole and McNamara, who ran second, was given the race. Alfred Grenda was then placed second with Ray Eaton, Willie Spencer and Cecil Walker following in that order. McNamara needed no disqualification to win the two-mile handicap for the professionals. Mac romped home a winner in this race, beating Fred Hill, Ray Eaton and Harry Kaiser in that order. Eddie Madden and Willie Hanley dethroned the tandem champions, Gus Lang and Alfons Verraes, and beat them around the last lap, turning the last eighth in 11 2/5, the fastest time registered at this track.

Rudy Zimmerman of the Acme Wheelmen, copped the two-mile lap race for New York riders and Fred Spencer accounted for the two-mile handicap for the amateurs. Summaries:

Two-Mile Lap Race for New York Riders—Won by Rudolph Zimmerman; second, Felix Patti; third, Paul Ottofaro; fourth, Louis Hiban. Time, 4:05 2-5.

Two-Mile Handicap, Amateur—Won by Fred Spencer, scratch; second, Elmer Bundt, 20 yards; third, Anthony Beckman, 150 yards; fourth, Sam Gustman, 95 yards. Time, 4:02 1-5.

Three-Mile National Championship, Amateur—Won by Elmer Bundt, Buffalo; second, Willie Grimm, Newark; third, E. C. Bendi, New York City; fourth, Carl Hambacher, Newark. Time, 42 seconds.

Two-Mile Tandem, Professional—Won by Eddie Madden and Willie Hanley; second, Gus Lang and Alfons Verraes; third, Fred Taylor and Harry Horan; fourth, Lloyd Thomas and David Lands. Time, 4:03 3-5.

Two-Mile Handicap, Professional—Won by Reggie McNamara, scratch; second, Fred Hill, 90 yards; third, Ray Eaton, scratch; fourth, Harry Kaiser, 20 yards. Time, 3:52 1-5.

One-Mile Open, Professional—Won by Regrie McNamara; second, Alfred Grenda; third, Ray Eaton; fourth, Willie Spencer. Time, 2:08 2-5. Arthur Spencer won, but was disqualified for riding inside pole line.

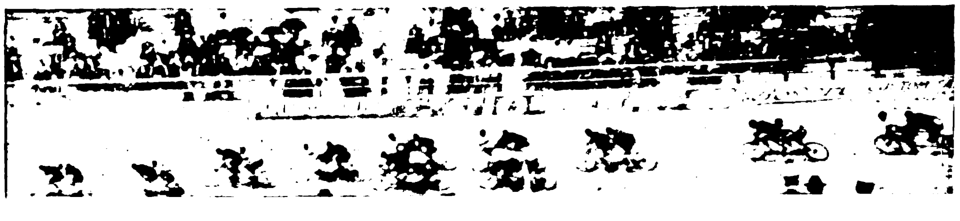
CHANGE IN TITLE RACE

A CHANGE was made in the national championship point table after the finish of the two-mile event at the Newark Velodrome, Thursday, night, June 29. Ray Eaton and Artie Spencer, who were tied up to that time with 12 points each, were both eliminated in either the heats or semi-finals. Willie Spencer, who had 10 points before the two-mile event, ran second to Alfred Goullet, who crashed into the table with five tallies with his win. Frank Kramer added two tallies by beating Piani and is now in fourth place with ten points. Piani has three points.

The points scored in each race of the first five races of the first half of the championship battle follows:

	Races					
Rider.	¼ M.	⅓ M.	½ M.	1 M.	2 M.	Pts.
Willie Spencer	5	2	0	3	3	13
Ray Eaton	2	0	5	5	0	12
Arthur Spencer	3	5	2	2	0	12
Frank Kramer	1	3	3	1	2	10
Alfred Goullet	0	0	0	0	5	5
Orlando Piani	0	1	1	0	1	3

Points: First, 5; second, 3; third, 2; fourth, 1.



One of the best races run at the Metropolitan District tracks is the tandem races. The above is a snap of the Newark field heading into the back stretch of the bell lap

PIANI BEATS A PAIR

ORLANDO PIANI, the Italian sprinter, was the best man at the Newark Velodrome, Sunday, July 2. Piani met Frank Kramer and Alfred Goullet in a match race, and after he had finished third to Kramer and Goullet in the first heat, Kramer and Goullet riding a dead heat, the Italian came back and defeated Goullet in the second heat, the latter leading Kramer home for second by a small margin. In the third heat Kramer was second to the Italian rider. Kramer and Goullet were tied for second honors with a dead heat and a second and third each to their credit.

Goullet was the lad who came through a sizzling ten-mile race later in the day. Pacemakers were put in and they made it so warm that the winner's time was 19:20 1/5, which was said to have bettered the best previous mark for the same distance under the same conditions, the old time being 19:27 and was made by Alfred Grenda, who finished in third place on Sunday, Ray Eaton taking second in the race. Aleck McBeath, Cecil Walker, Reggie McNamara and David Lands, the other survivors, finished as named.

McBeath scampered home in front of the other finalists in the pro. handicap at two-thirds mile. McBeath, who had 15 yards, was in a good position for the sprint and won with little trouble. The two-mile tandem open proved to be another easy win for Gus Lang and Alfons Verraes, who win most of the double-seated races. The Bedell brothers, John and Menus, landed second and Jake Magin, making his first start since he battered his collarbone two weeks previous, were third.

Roy Mobeck, the Chicago amateur, won the mile point race, the first of these events for the amateurs. The race proved to be a good one, but was deprived of the presence of Fred Spencer and Elmer Bundt, who were put out by accidents, Spencer falling in the amateur handicap and Bundt having punctured before the final. Mobeck also finished second in the half-mile handicap to Fred Kramer, a namesake of the great East Orange marvel's. Frank McManus won the novice and George Lucadema accounted for the Class B amateur race at a mile. Summaries:

Half-mile Novice—Won by Frank McManus; second, William Mollica. Time, 1:11⅗.

Half-mile Handicap, Amateur—Won by Fred Kramer, 40 yards; second, Roy Mobeck, 30 yards; third, Joe Palmier, 65 yards; fourth, Chester Fisher, 35 yards. Time, 56⅘ seconds.

One-mile Class B, Amateur—Won by George Lucadema; second, Carl Holzwarth; third, Fred Kramer; fourth, Mike Dolan. Time, 2:04⅕.

One-mile Class A Point Race, Amateur—Won by Roy Mobeck, 14 points; second, tie between Willie Grimm and Anthony Beckman, 9 points; fourth, tie between Harry and Walter Skarbek, 4 points. Time, 1:55.

Two-third-mile Handicap, Professional—Won by Aleck McBeath, 15 yards; second, Harry Kaiser, 15 yards; third, Tom Bello, 50 yards; fourth, Lloyd Thomas, 50 yards. Time, 1:11⅗.

Two-mile Tandem Open, Professional—Won by Gus Lang and Alfons Verraes; second, John and Menus Bedell; third, Willie Hanley and Jake Magin; fourth, Peter Drobach and Tom Bello. Time, 4:02⅗.

Former Cyclist Now Balloonist

By Milo C. Richter

DURING the recent national balloon race which started at Milwaukee, the writer learned that one of the contestants had once been a bicycle, motorcycle and automobile racer. This was J. S. McKibben, of St. Louis, who had, as a civilian, entered his big gas bag in the national elimination contest to decide which three Americans would enter the international contest at Geneva, Switzerland, August 6.

Hearing that this intrepid racer now pilots a bag through trackless skies in preference to steering roaring motors over land courses, we hied ourself hence to the baseball park where the 13 giant balloons were gently tossing in the wind, eager to be loosed and on their unknown ways.

We found McKibben, after the gate officials had one after another been satisfied that we were willing to waive all possible claims we or our heirs might make against the local gas company or park officials should one or more of the aforesaid balloons or gas bags burst, burn, explode or wilt, or do any other of a number of things detrimental to our appearance and well being. The general public had to be satisfied with standing on neighboring lawns outside the pale. While the palaver anent our admission plodded on five balloons were released at five minute intervals. Then the great portals opened and we were at last permitted to enter.

Lieut. Reed, of the U. S. Navy, was making his preparations as the next departure. McKibben would follow. We found him testing his ropes and adjusting clusters of sand bags on the gunwales of the basket which would carry him who knew where. Introductions were of necessity very brief. The little drama unfolded like this.

"Mr. McKibben, Motorcycle & Bicycle Illustrated's readers would be interested to know, I think, why you prefer balloon racing to that of bicycle or motorcycle racing?"

"Well, ballooning is a more adventuresome sport. We are wont to be much engrossed with the thrills of yacht racing, horse racing, automobile and motorcycle racing, and still, what have any of these sports to offer in the way of scientific or material advancement that is not offered by ballooning. Ballooning is the mother of aeronautics. It paved the way for much of the meterological knowledge the world possesses today."

"How about its utilitarian advantages——"

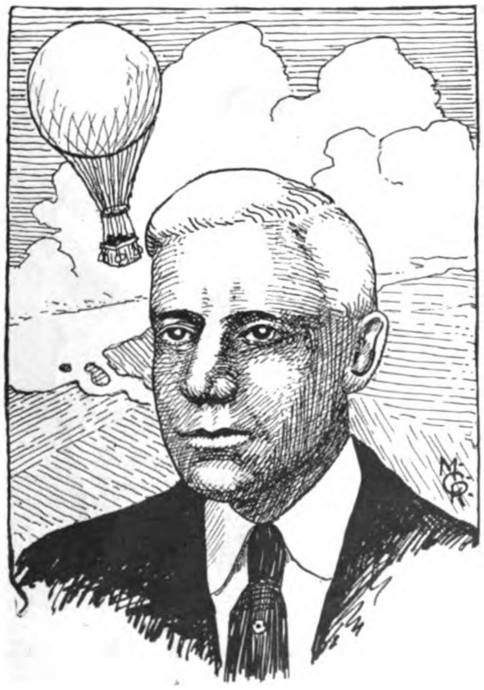
"The trouble with the modern public is that it considers everything from the utilitarian viewpoint. Adventure, which sent Columbus out on strange waters and resulted in the discovery of a new continent, seems to have lost its grip on the human mind."

"Tell us something about your bicycle and motorcycle racing ca——"

"Nu-u-u-mber-r-r Se-e-e-eve-e-en!" bawled the megaphone, "Ready!" The interview was over without a chance of getting information on McKibben's track career. A dozen navy jacks held the balloon captive until the "Cast off!" signal was given. When that command came, McKibben's bag rose majestically and leisurely, its pilot waving us a gay farewell, baring his fine, grey head to the chill and drizzly air of a spring afternoon, casting his lot as a plaything of the winds of mile high elevations.

One of the local newspapers paid this tribute to McKibben: "J. S. McKibben of St. Louis made one of the most remarkable flights in the race. Leaving the park with a leaky balloon, only partly inflated, McKibben remained afloat for 48 hours."

He did not "place" among the lucky three. His bag came down near Auxvasse, Missouri, 250.5 miles from Milwaukee. This put him in seventh place, just outside the money prize list. First place in the race went to Maj. Oscar Westover, of the Army, who landed near St. Jerome, Canada, 866.5 miles from Milwaukee. H. E. Honeywell and Lieut. W. F. Reed are the other two who will represent this country in the international race.



J. S. McKibben, former racing cyclist and motorcyclist, who is now a famed balloonist.

In the last international race McKibben flew as aide to Von Hoffman when they were disqualified because they fell into the Irish Sea.

Of interest to cyclists is the announcement that the week of the balloon race at Geneva will be a gala period during which speed contests will be held at the local velodrome and August 3, two days before the balloon event, will see the start of a six-day motorcycle race through Switzerland.

* * *

PACED STANDING GETS CLOSE

THE motor-paced riders are piling up points and, while the lead is still held by Vincent Madonna it is certain that he will be replaced before next week's table is posted. Madonna, who has been on the injured list, has 56 points to 54 for Jules Miquel, the Frenchman, and Victor Linart, the Belgian. Clarence Carman, the Long Islander, is in fourth place with 51 points. Frank Corry, the Australian, follows Carman with 41 points, Corry having one more point than has George Wiley, the New Yorker.

The standing up to June 30 follows:

Rider	1st	2d	3d	4th	Pts.
Vincent Madonna, Providence	7	5	3	0	56
Jules Miquel, France........	6	6	3	0	54
Victor Linart, Belgium*.....	5½	6	3	1	54
Clarence Carman, Long Isl'd	7	3	2	3	51
Frank Corry, Australia*.....	3½	6	2	0	41
George Wiley, New York....	3	4	5	3	40
George Chapman, Newark...	4	2	4	0	34
Charles Verkeyn, Belgium...	2	2	5	0	26
Willie Applohans, Germany.	1	3	1	0	16
Frank Keenan, Revere......	1	1	2	3	15
George Seres, France........	2	0	1	0	12
Vincent Markey, Passaic....	1	2	1	0	12
Jackie Clark, Newark.......	0	2	3	0	12
Brask Andersen, Denmark..	1	0	1	2	9
George Colombatto, Italy....	1	0	0	4	9
Lawrence Gaffney, Brooklyn	0	1	1	0	5
Percy Lawrence, San Fran...	0	0	2	0	4
Worth Mitten, Davenport ...	0	0	1	1	3
Joe Mitola, Providence	0	1	0	0	3
Louis Gilson, Taunton	0	0	1	0	2

Points—First, 5; second, 3; third, 2; fourth, 1.

*Corry and Linart rode to a tie at New Bedford, May 29. Points for first and second (8) were divided between them.

KNOW HOW TO RUN 'EM

The Dallas Co-Operative Bicycle Club will hold a bicycle ride on July 16. The ride will start from W. W. Cunningham's Bicycle Shop at 9 a. m. and go to a nearby picnic grounds, where they will have races galore. E. E. Brawner, Guaranty Cycle Co., W. W. Cunningham, George Hoehn and L. E. Larson, all dealers, are assisting in the arrangements.

McGARRY IN C. W. A.

John F. McGarry, a director of the Ontario Government Athletic Commission, recently became an active member of the Canadian Wheelmen's Association and officiated as the official starter for the national championships of the association, held at Waterloo, Ontario, on July 1.

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

HARD luck hit the cyclists around New York on July 4. The day, which should be a good dividend day, was a total loss on account of rain. The Newark Velodrome was not scheduled to run, but New York was and the rain put the joddy to that meet.

* * *

Clarence Carman, the Long Islander, met George Seres, the Frenchman, in a match race at the New Bedford track on Monday, July 3, and Carman won the first heat at ten miles and the second at fifteen, Clarence showing great form in both heats.

* * *

A one-mile point race, the competitors scoring in each lap, was put on at the Newark Velodrome last Sunday. It proved to be a good race and a fast one, 1:55 being the time. Perhaps a few more novelties would help bring the crowd back, and the crowd has certainly fallen away.

* * *

A very promising amateur has turned up in Roy Mobeck, the Chicago lad. Mobeck is a strong and rugged lad and is getting his share of the prizes at both the New York and Newark tracks. He won the mile lap race at the Newark Velodrome last Sunday and also placed in the handicap.

* * *

Frank Cadwell, the manager of the New Bedford Cycledrome, named all his races on July 3. The amateur handicap was "The Night Before"; the pro. open was the "Cannon"; the Carman-Seres match, the "Old Glory Match"; the amateur miss-and-out was called the "Boston Tea Party"; the pro. handicap, the "Service First Race," and the 20-mile four-cornered paced race between Markey, Mitten, Clark and Keenan, was called the "Battle Royal." "Cad" advertised "Hot doughnuts" for tonight. Don't know whether he will serve a race or something to eat, but it sounds good.

* * *

The final day of the Grand Prize of Paris meeting is Sunday, July 9. The professional Grand Prize of Paris final will be run on that day. Among the professionals competing are Bob Spears, Australia; Gabriel Poulain, France; Bill Bailey, England; Maurice Schilles, France; Gerard Leene, Holland; Emil Otto, Belgium; Lucien Louet, France; Jean Louis, Belgium, and Joe Peyrode, France. The principal amateurs competing in the amateur Grand Prize were Piet Leene, Holland's champion; Angelo Guasco, Italy's title holder; Jean Chiozza, Italy, and about fifty others. Paul Guignard, Marcel Godivier, Fernand Larrue and Catudel, all of France, were the 50-kilometer contestants.

* * *

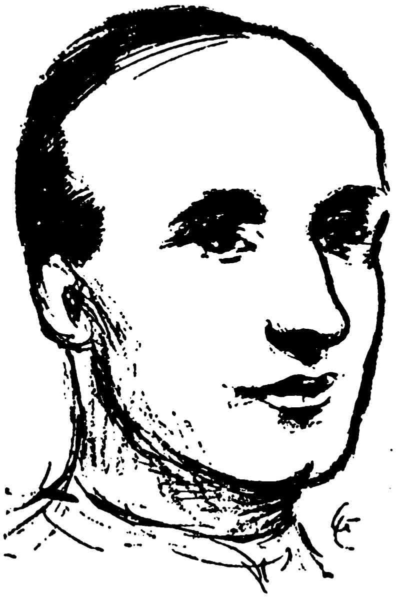
Ernest Ohrt, the San Franciscan, sends along a little cheer and a few news items by the last mail boat. Ohrt says that he has been "Following the Man from Cook's" all over Europe and has also won seventeen races in eight weeks, and Ernie says he has more wins over there than any other rider, with exception of Kaufmann, the Swiss. He rode a race and won at St. Chamond and then hopped a rattler and journeyed all night to a place called Salon (sounds good), where he won a sprint race and also doubled up with a localite and garnered first place in a 50-kilometer team race. Ohrt says he wants to ride the New York six-day race. Boy, page the booking agent!

* * *

Strange rulings are being made nowadays in cycle racing, but it is doubtful whether anything beats the ruling of Referee Dibblee at the New York Velodrome on Friday night, June 30. Six riders had qualified for the final heat of the one-mile open. Peter Drobach, who was eliminated in his heat, was put in as a pacemaker in the final and Referee Dibblee instructed the six finalists that they must hang to the pacemaker and that if they let the pacemaker go and he was to finish first he would get the money. Penalties might be inflicted onto the rider that was following the pacemaker and then let him go, but to rule that the pacemaker, a man that had not even qualified to compete for the prize money, but was hired to pace the final, was to get the money if he finished first is the most ridiculous ruling that has ever been made. The six finalists were not a bit worried about the chances of losing the money as a protest filed with the National Cycling Association would have nullified the referee's decision had the riders let Drobach go and he finished first.

* * *

The National Cyclist's Union, the governing body in England, has announced the program for the world's championship meeting that will be held at Liverpool, July 28, 29 and August 5 and 7. On Friday, July 28, the heats and repeschage of the amateur sprint title race will be run. Saturday, July 29, the semi-finals and final will be contested along with two handicaps at a half-mile and a quarter-mile and a one-lap race. The heats and repeschage of the professional sprint championship are booked for Saturday, August 5, along with heats of the motor-paced championship (if heats are found necessary), a lap race and a half-mile handicap. The final day, Monday, August 7, will see the sprint final, the motor-paced final and an open and handicap at a lap. The road championship to be run over a course that measures about 95 miles will be held during the first week of the championship meeting. The usual meeting of the Unione Cycliste Internationale, the world's governing body, will be held on July 28 at 9:30 in the morning.



Frank Corry, the Australian paced rider as a French cartoonist sees him.

* * *

The amateur sprint championship, of this country, has only gone two weeks and in that time two races have been contested out of the six that will be run. Fred Spencer, the Plainfield lad, is being touted as the coming champer, but Willie Grimm, the Newarker, and Elmer Bundt, the Buffalo "Simon," are by no means out of it. Spencer won the first race, the quarter-mile, but in the second race, the third-mile, he was shut out qualifying in his heat by Carl Hambacher, the Newarker. Bundt won the final of the third mile, just beating Grimm on the line. Grimm leads with six points to five each for Spencer and Bundt. Spencer had the misfortune to go down Sunday at the Newark Velodrome and injured his hand, but he will be O. K. by the time the next championship race is carded.

* * *

The Amateur Bicycle League of America has already announced the dates of the tryouts for the national championships to be held at Atlantic City, N. J., in connection with the Mid-Summer Show and Convention. The Pennsylvania District will hold the Junior tryouts on August 5, with the third, quarter and half-mile scratch race and the one-mile unpaced. A week later the Seniors will have a tryout with the same scratch races, but the unpaced trial at five-miles. Fairmount Park, in that city, will be the scene of the trials. Cyclists in the Metropolitan District will hold their trials on August 20 and 27 with the same list of events for each class. The New Yorkers will hold their trials on the Ocean Parkway in Brooklyn. In case of rain September 2 has been picked for the "rain date." Other cities will hold their trials in ample time for the riders to make Atlantic City. With the National Cycling Association working with the Amateur Bicycle League of America, the fields in all parts of the country are bound to have the best riders in the various districts.

* * *

Frank Corry, the Australian paced rider, made himself a hero at the New York Velodrome on Friday night, June 30, but he had to get all banged up to do it. Corry, George Seres, France, Victor Linart, Belgium, and Larry Gaffney, the latest find in the paced game, were competing in a 50-kilometer race. Corry was out in front fanning away at a great rate and had about two laps on Seres, the second man, at about 23 miles, when his front tire blew up. Corry slid along the stretch and landed into the cinders on the side of the track. He was temporarily out of it, but as soon as his handlers could rush a spare bicycle to him he was back on the track, losing his gained ground and then a lap or so to Seres. The crowd immediately took to Corry and gave him a great hand when he passed Seres for a gain of a lap and nearly got him towards the finish, only to be dropped by his pacemaker. He certainly put up a great ride and will secure a number of races for that. His ride will not be forgotten by the fans who were on hand and when he rides he is sure to have boosters by the score.

GOULLET WINS TITLE RACE

ALFRED GOULLET, the former navy man, pleased his many admirers at the Newark Velodrome Thursday night, June 29, when he won the two-mile national championship at the meet postponed from the night previous on account of rain. Goullet came through his heat, semi-final and grand semi-final, and then defeated Willie Spencer in the final. Frank Kramer won from Orlando Piani in the race for third. After the two-mile race the standing was as follows: Willie Spencer, 13 points; Arthur Spencer and Ray Eaton, 12 each; Frank Kramer, 10; Alfred Goullet, 5, and Orlando Piani, 3.

The heats were won by Francesco Verri from Ray Eaton; Arthur Spencer from Aleck McBeath; Frank Kramer from Willie Hanley; Willie Spencer from Eddie Madden; Orlando Piani from Gus Lang; Harry Kaiser from Alfred Grenda; Alfred Goullet from Hans Ohrt, and Bobby Walthour, Jr., from Reggie McNamara. In the first semi-final Goullet beat Arthur Spencer and in the second Willie Spencer beat Kaiser. Kramer defeated Bobby Walthour in the third and Piani won from Verri in the fourth.

Willie Spencer met Piani in the first grand semi-final and Spencer won from the Italian. In the second Kramer and Goullet clashed and Goullet took the champion in the last lap and Kramer could not pass him. The final was paced by Gordon Walker and "Cat" Thomas and in the sprint Goullet was in front and led Willie Spencer home by about a half-length. Kramer beat Piani in the stretch in the race for third. Arthur Spencer, Kaiser, Verri and Walthour was the order of finish in the consolation.

Goullet also won the two-mile handicap from scratch in the fast time of 3:45. Clif Papworth hung to Goullet throughout the race and ran second, while Alfred Grenda, another scratch man, was third. Fred Hill gathered in first money in the miss-and-out race.

Summaries:

Half-Mile Handicap, Amateur — Won by George Cuva, 80 yards; second, Joe Osterhuber, 50 yards; third, Joe Tempo, 60 yards; fourth, John Patrick, 70 yards. Time, 55 seconds.

One-Mile Class B, Amateur—Won by John Patrick; second, Anthony Beckman; third, George Lucadema; fourth, Lester Verhoek. Time, 1:57 3-5.

One-Mile Class A, Amateur—Won by Fred Spencer; second, Roy Mobeck; third, Walter Skarbeck; fourth, Willie Grimm. Time, 1:57 2-5.

Miss-and-Out, Professional—Won by Fred Hill; second, Fred Taylor; third, Gus Lang; fourth, Charley Osterritter. Time, 6:18 2-5. Distance, 3 1-6 miles.

Two-Mile Handicap, Professional—Won by Alfred Goullet, scratch; second, Clif Papworth, 50 yards; third, Alfred Grenda, scratch; fourth, David Lands, 70 yards. Time, 3:45.

FEATURED RUNS ON CARD

TWO paced features were on the card at the New Bedford Cycledrome on Monday, July 3. In the main feature Clarence Carman, America, defeated George Seres, the Frenchman, in the first heat at ten miles in 14:52 3/5 and the second at 15 miles in 22:45 1/5.

The second race saw Vincent Markey, the Passaic rider, defeat Jackie Clark, Newark; Worth Mitten, Davenport, and Frank Keenan, of Revere. The race was at 20 miles and Markey was timed in 31:12. Summaries:

Four-Lap (4/7-Mile) Handicap, Amateur—Won by Chick Meyers, 35 yards; second, Roland Sevigny, 45 yards; third, William White, 35 yards; fourth, A. Belange, 60 yards. Time, 1:09 2-5.

One-Mile Record Race, Professional—Won by Michael DeOrio; second, Ridolph Blomstrom; third, Joe Reeber; fourth, Tommy Fitzsimmons. Time, 1:55 1-5.

Miss-and-Out, Amateur — Won by L. S. Harten; second, Romeo Goddu; third, Fred Jarvis; fourth, William White. Time, 3:56. Distance, 1 4/7 miles.

Two-Mile Handicap, Professional—Won by L. Marcella, 190 yards; second, A. Petalano, 165 yards; third, Joe Turgeon, 180 yards; fourth, Humbert Norantonio, 30 yards.

MIQUEL WINS NATIONS RACE

JULES MIQUEL, France, captured the laurels in the "All-Nations" one-hour motor-paced event, decided Thursday, June 29, at the Point Breeze Velodrome. Miquel defeated representatives of four other countries and covered a distance of 39 miles and 990 yards.

Paced by Eddie Root of Rhode Island, the little Frenchman pedalled out in front on the 32d mile with about 12 minutes left before the finish and thereafter, by keeping up a terrific pace, never was headed.

Willie Applehans, the German entry, was second; Brask Andersen, Denmark, was third; George Colombatto, Italy, fourth, and Percy Lawrence, San Francisco, fifth.

Summaries:

Two-thirds Mile Amateur Handicap—Won by Vincent Scala, 150 yards; second, Bill Judge, 110 yards; third, Jack Penny, 150 yards; fourth, Henry Bruhn, scratch. Time, 1:20 4-5.

Two-Mile Lap Race, Class B, Professional—Won by Frank Harris, Philadelphia (33 points); second, Jake Smith, Elmwood (29 points); third, George Gergeley, Yonkers, N. Y. (27 points); fourth, George Patterson, Shanahan (23 points). Time, 4:24 3-5.

SERES WINS FIRST CONTEST

GEORGE SERES, the Frenchman, and champion of that country, won his first race on his latest invasion of America at Providence, R. I., on Tuesday evening, June 27. Manager Turville had booked a "Race of Champions" for that evening, with Victor Linart, Belgian, and world's champion; George Seres, French champion, and George Chapman, American champion. The latter, however, sent a telegram that he was ill, and Vincent Markey, the Passaic lad, and Frank Keenan, of Revere, rode, making a four-cornered race at 35 miles. Seres defeated Linart by one lap and Markey was stopped at 33 6-7 miles, Markey being about four laps ahead of Keenan. Tommy Fitzsimmons, of East Orange, defeated Frank Depanni, the localite, in two straight heats of a match race. Summaries:

Four-Lap (4/7-Mile) Handicap, Amateur—Won by Dan Pischione, 70 yards; second, Roland Sevigney, 40 yards; third, Albert Crossley, scratch; fourth, Caro Prococini, Providence, 50 yards. Time, 1:08 1/5.

Miss-and-Out, Class B, Amateur—Won by Roland Windsor; second, Clarence Elmstrom; third, Vincent Pischione; fourth, Armand Belargo. Time, 5:15 4/5. Distance, 2 3/7 miles.

Two-Mile Handicap, Class A, Amateur—Won by L. S. Harten, 20 yards; second, George Loftes, 25 yards; third, Romeo Goddu, 40 yards; fourth, Louis Matarese, 100 yards. Time, 4:19 4/5.

Three-Lap (3/7-Mile) Handicap, Professional — Won by A. Petalano, 60 yards; second, G. Prococini, 25 yards; third, Oswald Colonna, 50 yards; fourth, E. Montecalvo, 55 yards. Time, 49 4/5 seconds.

Three-Mile Open, Professional — Won by Humbert Norantonio; second, Tom Fitzsimmons; third, William Upton; fourth, G. Prococini. Time, 6:51 2/5.

Thirty-five-Mile Motor-Paced Race, Professional—Won by Georges Seres; second, Victor Linart; third, Vincent Markey; fourth, Frank Keenan. Time, 50:13 3/5.

ROLLFAST
BICYCLES
YARMOUTH CYCLE
MOTOR CO LTD

Rollfast float in the Yarmouth, Nova Scotia, merchants parade on the occasion of the King's birthday, June 3. The Yarmouth Cycle and Motor Co., Ltd., distributors for the D. P. Harris bicycles, arranged this fine float for the affair.

Activities Among *the* Amateur Cyclists *and* Clubs

ACME CLUB HOLD RACES

NEW YORK CITY—The weekly club races of the Acme Wheelmen were held July 2 over the Moshula Parkway course. A large field started in all events. The weather was ideal, but the heat seemed to affect the riders, especially in the nine-mile handicap, when out of a field of nineteen starters only six survived.

The first races for the Froh Trophy were the first events on the card, the quarter-mile being the opening event. The race was open to Class B riders, twelve men facing the starter. At the start there was a wild scramble to get to the front. When half the distance was covered Andy Geiss jumped to the front and opened up a wheel's length. He held his advantage to the tape, leading William Schliesman, David Corbett and Al. Amabile in that order.

After a short rest the field lined up for the half-mile. At the start the riders loafed, waiting for the turn at the half-way mark. Rounding the turn there was another scramble for the front, with all the field closely bunched. Geiss again got to the front and in a hard ride managed to keep his wheel ahead of the field. In the last 100 yards Al. Amabile made a strong bid, getting up alongside of the leader, but the task was too great for him to get around the flying leader. David Corbett placed third and Thomas Whittard fourth.

The final event on the card was the handicap which went a little over nine miles, ten laps of the course being completed to make the distance. Nineteen riders faced the starter in this event from the various marks, the limit being 2 minutes 30 seconds. The hot weather and the hard going soon simmered the field when the half-way mark had been reached, there being only ten men left. Very fast time was made considering that nineteen turns were made.

The individual winner was Al Amabile, who started from the limit mark. By heady riding and alternating with the rest of the field he managed to keep up in front the whole distance. He lead Herbert Fischer and Arthur Lane in the fast finish. The first three riders had a very close call from the scratch men, who, on the last lap, were only fifteen yards away when the final sprint started, their hard efforts in trying to overtake the leaders telling on them in final drive to the tape. Theo. Schliesman, who, with his brother, Hugo, had started off the honor mark, giving the leaders the fight to the finish and placing fourth. The time of the scratch men was 23 minutes, 24 seconds.

The finish of the handicap follows:

Pos.	Rider.	Hdcp.	Time.
1	Al. Amabile	2:30	25:54
2	Herbert Fischer	1:30	24:24 1-5
3	Arthur Lane	2:15	25:34 2-5
4	Theod. Schliesman	Scr.	23:24 2-5
5	Michael De Luca	2:30	25:55 2-5
6	Hugo Schliesman	Scr.	23:24 1-5

Sprints—Quarter-Mile: First, Andy Geiss; second, Wm. Schliesman; third, David Corbett; fourth, Al. Amabile. Half-Mile: First, Andy Geiss; second, Al. Amabile; third, David Corbett; fourth, Thos. Whittard.

Points for sprint races:

		Pts.
1	Andy Geiss	10
2	David Corbett	4
3	Al. Amabile	4
4	Wm. Schliesman	3
5	Thos. Whittard	1

In the sprint races there will be a series of ten races five at a quarter-mile and five at a half-mile, one at each distance each Sunday.

OTTAWA POLICE HOLD GAMES

Ottawa, Ont.—The bicycle races at the twenty-fifth annual sports of the Ottawa Police Amateur Athletic Association, held at Lansdowne Park, Ottawa, Ontario, on Saturday were exceptionally thrilling and were keenly contested. Lennox Moore, star rider of the Capital Bicycle Club, proved to be the real hero of the day, winning both the one-mile city championship and the two-mile handicap from scratch. For the former he took down the Ottawa Police Cup for a year, and for the long race captured the A. McMillan Cup for keeps, both being fine trophies. He also won a regular first prize in the city titular event. John Grant, also of the Capitals, made a sensational win in the one-mile novice handicap from the 60-yard mark, outsprinting E. Bartlett and Wilf. Villeneuve, of Westboro, in an exciting sprint in 2.29. The results:

First Heat, One-Mile City Championship—First, George Sakell; second, Ray Thompson; third, Owen Moore. Time, 1:11 4-5.

Second Heat, One-Mile Championship—First, Lennox Moore; second, George Roe; third, O. Barry. Time, 1:15 2-5.

Final, One Mile—First, Lennox Moore; second, George Sakell; third, Ray Thompson. Time, 2:35 1-5.

One-Mile Novice Handicap—First, John Grant, 60 yards; second, E. Bartlett, 60 yards; third, W. Villeneuve, scratch. Time, 2.29.

Two-Mile Handicap for McMillan Cup—First, Lennox Moore, scratch; second Ray Thompson, 50 yards; third, Elsel Marshall, 75 yards; fourth, George Roe, scratch. Time, 5:06 1-5. Four prizes.

HOLD BEAR MOUNTAIN RUN

Brooklyn, N. Y.—On Sunday, July 2, the Long Island Division of the C. R. C. A. held a pleasure run to Bear Mountain, N. Y. Six riders left Manhattan Bridge at 9.00 a. m. and rode to Dykeman Street Ferry along Riverside Drive, crossing the ferry to the west side. Here one of the riders discovered a nail in his tire, which delayed the riders about fifteen minutes making repairs.

The route was then taken through Englewood to Hackensack. One of the riders again got a flat tire, and on examination it was discovered that the nail went right through both sides of his tire. This caused another delay of a half hour. It was then. decided to eat dinner in Hackensack, as it was noon time.

After dinner the route was taken through Arcola to Suffern. The day had become very hot and the riders did quite some sweating on a few of the hills. At Suffern a stop was made for refreshments. There was another delay here due to tire trouble. The riders then continued on through Tuxedo to Bear Mountain Road. Just after leaving Tuxedo they struck a stretch of tar road which gave them such a tar bath that they had to stop at a brook and wash it off their hands and faces. On starting along Bear Mount Road they got some real hills. A few of the riders had to get off and walk.

When about twelve miles from Bear Mountain the sky became very black and the riders put on more speed in an effort to beat the storm. The storm came too fast. however, and the riders were caught about eight miles from Bear Mountain, but managed to find a shelter by the roadside to keep dry. They settled down to wait for the storm to pass. They soon had further troubles as the time wore on, as it approached meal time and no feed. It was now 5 o'clock and all of the dinner had been worked off hill climbing. There was no place to get any food and the riders became very hungry. After waiting almost three hours and the rain did not stop it was decided to ride to Bear Mountain in the rain, as it was far past meal time The ride proved to be slow and tedious, however, as there was many steep hills and dangerous curves which were made worse by the wet roads. On approaching Bear Mountain they were greeted with the pleasing sight of seeing the last boat for New York just pull out. They had at least one consolation, which was the big feed they were going to get at the lunch room. But on arriving they were doomed to further disappointment. The vision of the feed vanished as they found that the lunch room had closed when the last boat had left.

They then had to wait an hour and a half, thoroughly wet from the ride, to get a train back to New York. They arrived in New York at 11:30 p. m., and the first stop was a lunch rooom where they had the long delayed meal. They decided that the next time they go to Bear Mountain they had better take a raincoat and some food. In spite of the troubles the boys enjoyed the trip, as they had many novel experiences at roughing it, and finished feeling fine, in spite of the wetting and long wait for feed.

HENKY WINS ANOTHER ONE

Brooklyn, N. Y.—William Henky again demonstrated his ability as a sprinter by taking down first honors in the weekly "cork" race held by the Empire City Wheelmen, Sunday, July 2. over the Shore Road course. Harold Lightfine finished second after a spirited ride with William Wherry, who finished third. R. A. Rom trained home in fourth place, just nosing out brother John, the "Traffic cop." B. W. King spoiled what chances he had of placing in the win column by going too soon, taking the sprint a half-mile to go against a stiff head wind. Next Sunday the club will stage a series of short races at one and two miles, to prepare the boys for the coming championship tryouts that are to be run in August by the Amateur Bicycle League of America for qualifiers in the finals at Atlantic City. In addition to the two races, there will also be a five-mile consolation for non-winners in the shorter **events.**

C. R. C. A. RACE AND TOUR

New York City.—On Sunday, July 2, the New York Division of the Century Road Club Association held the seventh of its annual series of club races. Three races were contested, the five-mile open handicap race, the three-mile Class B handicap race, and the Class A one-mile sprint.

William Canfield easily won the five-mile open handicap race in 14:13⅗, with H. Bonifer second. Bert Marquart, Harry Curley, Harry Haller and J. Viana, respectively, finished the last quarter of a mile in a dead heat.

Chas. Gavin, Jr., led the field in the three-mile Class B handicap race, winning in 8:32, he being closely followed by H. Bonifer and Moccia for second and third place. John Viana, riding from scratch, took fourth place.

The one-mile sprint was anybody's race until a few yards to go, when Bert Marquart forged across the tape, with H. Curley, Wm. Canfield and Frank Blodel at his heels. Time, 3:02. Summaries follow:

Five-mile Open Handicap—Won by Wm. Canfield (1:30), 14:13⅗; second, H. Bonifer (1:30), 14:14⅕; third, Bert Marquart (scratch), 12:55⅕; fourth, F. Blodel (1:00), 13:55⅖; fifth, H. Curley, (:15), 12:60⅘; sixth, H. Haller (:30), 13:26; seventh, J. Viana (:30), 13:26⅖.

Three-mile Class B Handicap—Won by Chas. Gavin (1:00), 8:32; second, H. Bonifer (1:00), 8:32⅖; third. L. Moccia (1:00), 8:32⅘; fourth, J. Viana (scratch), 7:54⅕.

One-mile Class A Sprint—Won by Bert Marquart, 3:02; second, H. Curley, 3:02⅕; third, Wm. Canfield, 3:02⅗; fourth, F. Blodel, 3:02⅗.

After the races 15 members started on a trip to Paterson, N. J., going via the Grand Concourse and Fordham road to Dyckman street ferry, where they crossed over to Englewood and continued on via Hackensack and Arcola. On reaching Paterson they ate dinner at the White House restaurant, and afterward rode over to view the waterfalls. They then hired row boats and enjoyed a perfect hour on the river. The return was made over the same route, starting at 4 o'clock. A moderate pace was kept throughout the trip to allow the riders to enjoy the perfect weather, the fine road and the beautiful scenery.

MIAMI RUNS A RACE MEET

Miami, Fla.—On Sunday, June 25, the Miami City Wheelmen ran a meet on the local Cycledrome. An interesting card of events were staged and the races were enjoyed by the fans. Marion Hewitt and Jesse Merickel were the stars of the meet, Hewitt taking the miss-and-out race and with Bobby Mincer won the pursuit match against Jesse Merickel and E. Hargrove. Merickel won the handicap and open. Summaries:

Three-Lap (3-7-Mile) Novice—Won by Phillip White; second, William Lancaster; third, Charles Penny. Time, 1:02.

Three-Lap (3-7-Mile) Handicap—Won by Jesse Merickel, 15 yards; second, Marion Hewitt, scratch; third, Frank Hargrove, 5 yards. Time, 1:00.

Pursuit Race—Won by Marion Hewitt and Nobby Mincer; second, Jesse Merickel and Earl Hargrove. Time, 6:07. Distance, 2 1-7 miles.

Two-Mile Motor-Paced Exhibition by Peter Des Jardines, 15 years of age. Time, 3:57.

Miss-and-Out—Won by Marion Hewitt; second, Frank Hargrove; third, Earl Hargrove. Time, 8:21. Distance, 2 3-7 miles.

Two-Mile Motor-Paced Exhibition by Anton Brice. Time, 3:27.

One-Mile Open—Won by Jesse Merickel; second, Earl Hargrove; third, Frank Hargrove. Time, 3:50.

GIAMPOLI TAKES U. S. I. EVENT

New York City.—Giampoli, who started from the two-minute mark, won the Unione Sportiva Italiana weekly "cork" race held on the Concourse Sunday, July 2.

There were 20 starters and at the finish several members were disqualified for not finishing on the right side of the course. This gave the scratch men places, as they were close behind the field at the finish. "Spots" Eisele took fast-time points from Tom Volpe and John Becker, in that order.

Finish follows:

Pos.	Rider	Hdcp.	Time
1.	Giampoli	2:00	22:05
2.	L. Broglio	2:45	22:50⅕
3.	"Spots" Eisele	scr.	22:05⅗
4.	Tom Volpe	scr.	22:05⅗
5.	John Becker	scr.	22:05⅘

TIME WINNERS

Pos.	Rider	Hdcp.	Time
1.	"Spots" Eisele	scr.	22:05⅗
2.	Tom Volpe	scr.	22:05⅗
3.	John Becker	scr.	22:05⅘

How Seattle Cycle Club Boosts Bicycles

OUT in Seattle, Wash., a live dealer has many ways and means of boosting the bicycle. The Chinook State merchant does not wait for business to come to him, but he GOES AFTER IT.

There is no doubt that he is doing his level best and then some to promote cycling in all its phases. Through the Greater Seattle Bicycle Club he has succeeded in obtaining some excellent publicity for the bicycle.

The Greater Seattle Bicycle Club was started two years ago as a means of supplying something worth while to the boys who patronize Rudy Lindgren, proprietor of the Exclusive Bike Shop. Today there are 620 live, active boys as members and everyone is an enthusiastic booster for the bicycle.

These boys come from some of the most prominent families in Seattle, and the club is quite discreet in selecting the members. Only boys of good character and neat appearance are admitted as members. This plan insures the hearty support and co-operation of many Seattle merchants and organizations in that city who are interested in the club on account of the neat appearance and good behavior of the lads who are members.

During the past two years the club conducted picnics galore, excursions, camping trips, bicycle races, shows, hikes and countless other well-conducted affairs. The Seattle Chamber of Commerce also invited the club to a banquet given in its honor last year. Candies and biscuits were supplied the lads by the Imperial Candy Company and the Pacific Coast Biscuit Company. With the support of leading merchants and the Chamber of Commerce and other organizations the club is sure to thrive. Considerable publicity has been given the club in the past by leading national cycle journals and other publications.

On an evening earlier in the year the club staged the First Annual Home Talent Show at a local theatre, the manager of the theatre offering the theatre free. Prizes were given for the best performances.

Rudy Lindgren says that nine-tenths of his success has come through the club. The boys patronize the Exclusive Bike Shop and the shop is able to get along nicely.

The club has appointed a captain for each school in the city. This boy was chosen because of being the most popular boy of the club in his school. This assured his leadership. This boy conveyed messages to the other members and was also active in obtaining new members for the club.

The club has two order masters, two assistant order masters and the captains and assistant captains. In a parade the order master and his assistants line up the boys in fine formation and keep them so during the march or parade. They are boosters all the time for the club and bicycles.

Rudy Lindgren says that many of his sales come through the club and the activities of the organization. Lindgren's move might be used with profit by others in the field.

FLYING BICYCLE CONTEST

M. Peugeot, the manufacturer of the bicycle and motorcycle bearing that name, offers 20,000 francs for a flying bicycle, or aviette. The rules governing the flight call for an apparatus that must be propelled solely by muscular energy and a flight of 50 meters (164 feet) must be made over a flat surface in both directions. No gas lighter than air may be employed to have a lifting effect, and no external aid such as towing is to be allowed. The competition is to be international, except that Germans, Austrians, Bulgarians and Turks are barred. The trials will be held in the last weeks of April, June, July and September.

Girl Scouts of Troop 2, West Palm Beach, Fla., out for a ride on their "mounts"

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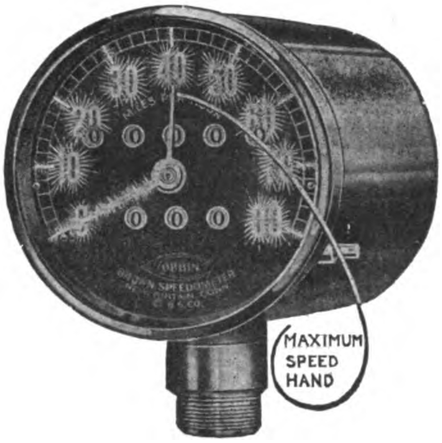

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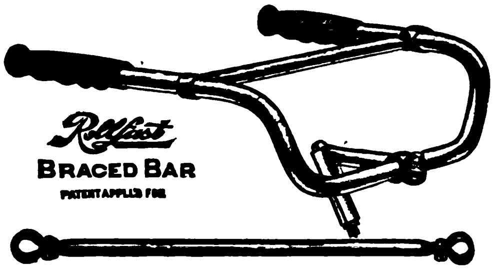

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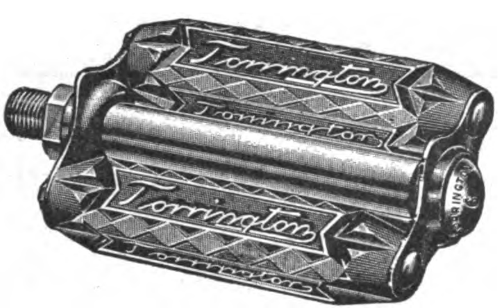

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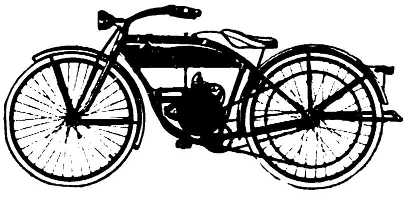

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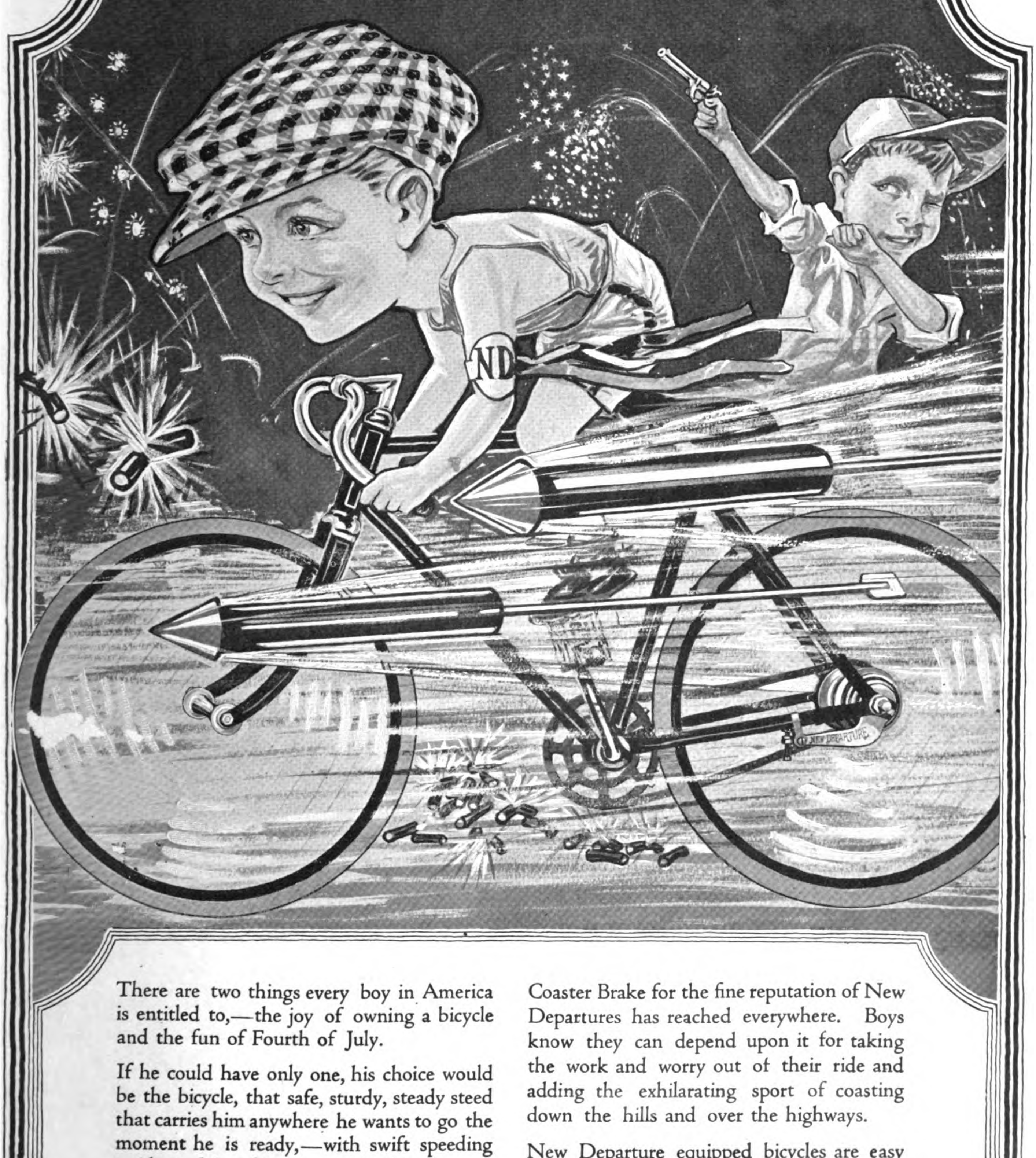
920 Broadway, New York



There are two things every boy in America is entitled to,—the joy of owning a bicycle and the fun of Fourth of July.

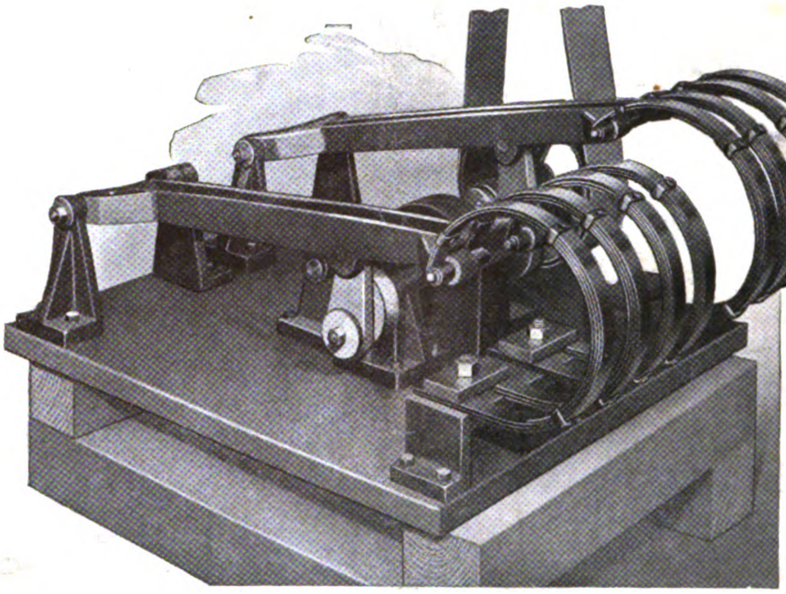
If he could have only one, his choice would be the bicycle, that safe, sturdy, steady steed that carries him anywhere he wants to go the moment he is ready,—with swift speeding stride or leisurely ride as suits his pleasure.

And it is dollars-to-doughnuts he wants a bicycle equipped with the New Departure Coaster Brake for the fine reputation of New Departures has reached everywhere. Boys know they can depend upon it for taking the work and worry out of their ride and adding the exhilarating sport of coasting down the hills and over the highways.

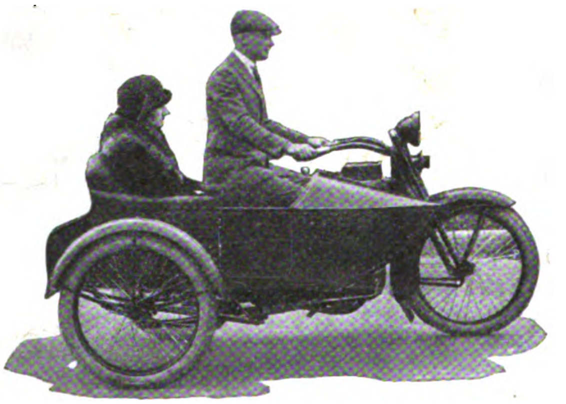
New Departure equipped bicycles are easy to sell. Specify them on your next order, stock them for your repair work. It pays to sell the best.

The New Departure Manufacturing Company, Bristol, Connecticut

(This is the seventh of a series of talks on the Royal Tourist Sidecar)



A factory coast-to-coast test softens Sidecar Springs



The Harley-Davidson Royal Tourist is today's outstanding Sidecar value at the low price of **$115**

Over in our Sidecar department, this machine (illustrated above) works steady all day, easing and softening Royal Tourist Sidecar rear springs. It *takes out* the jars and jolts of new springs and *puts in* comfort.

Engineers estimate that the constant jars and jolts Sidecar springs get in this machine are equal to a coast-to-coast trip!

Your Harley-Davidson Royal Tourist Sidecar will ride *easy* the *first* day as well as every day of its long life.

Here's an easy-riding Sidecar worthy of "her." The Harley-Davidson man in your city will give you both a Royal Tourist Sidecar ride. You name the date.

Harley-Davidson Motor Company

Largest Producers of Motorcycles and Sidecars in the World

Milwaukee, Wisconsin

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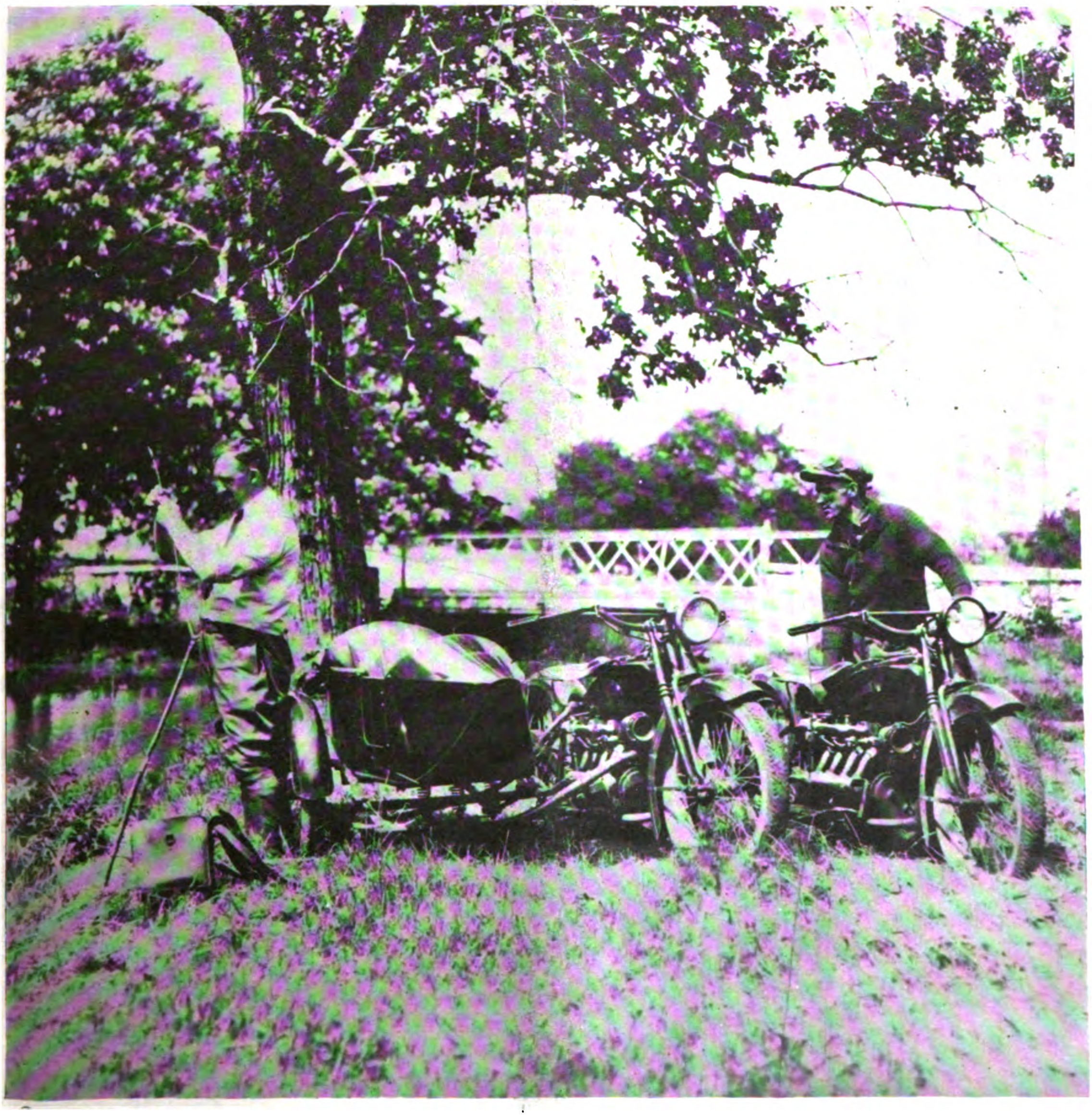
America's Greatest Cycling Magazine



Preparing to invite the finny denizens of the brook to accept the invitation of a baited hook

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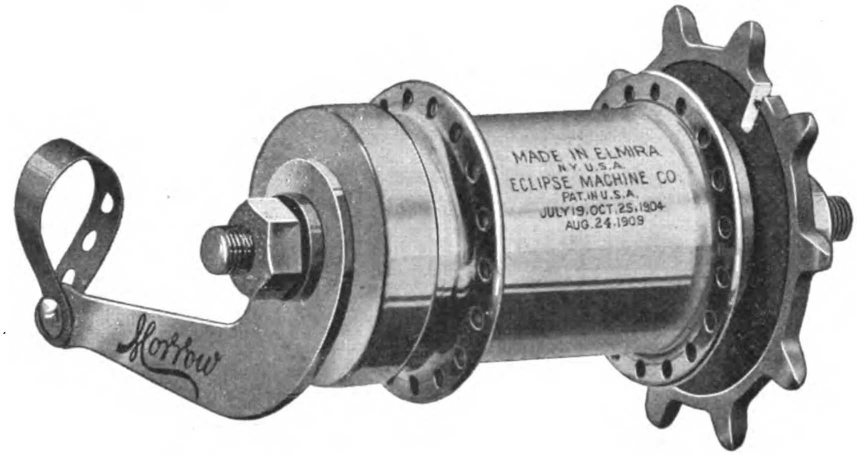
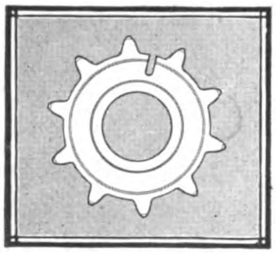
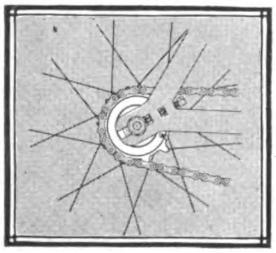


Sturdy and Efficient





THE STURDY, efficient-looking exterior of the MORROW brake is indicative of the simple, sturdy, efficient design of the working parts within. The MORROW is easy running because it has more ball bearings than other brakes. It is more powerful because it has greater braking surface. It is accessible, simple, sturdy, strong, lasting.

The slotted sprocket (illustrated at the left) is an exclusive MORROW feature. It enables you to replace spokes without even removing the chain. You will appreciate this saving in time and labor, and your customers will too.

Because of the clean-cut design of the MORROW, and its superior performance, it has become the favorite brake of thousands bicyclists. It is good business for you to supply the MORROW, because so so many people want it.

Ride a Bicycle

Morrow
STURDY, SURE
COASTER BRAKE
With the SLOTTED SPROCKET
ECLIPSE MACHINE COMPANY
ELMIRA, NEW YORK

Motorcycle & Bicycle ILLUSTRATED

Vol. 18 *July 13, 1922* **No. 28**

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Father's judgment is accepted and respected as being sound. Naturally when the son sees Goodrich Silvertown Cords for Bicycles displayed in a dealer's window—*that's the bicycle tire for him!*

You couldn't unsell him—because his dad buys them; that's enough for him. An irresistible argument!

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BECAUSE it is right in principle, the Carter delivers with unfailing regularity. Carter equipped riders declare—"You'd never know a hill if it wasn't for the scenery."

Our affiliation with the American Car and Foundry Co. assures ample resources—unlimited production. Every rider may now have a Carter.

If you are getting a new mount this year, *specify* Carter and be happy. Even the old machine will perform better with the efficient Carter—ask your dealer.

Dealers who have signed up on the new service station plan are piling up sales. Don't delay—write or wire for details.

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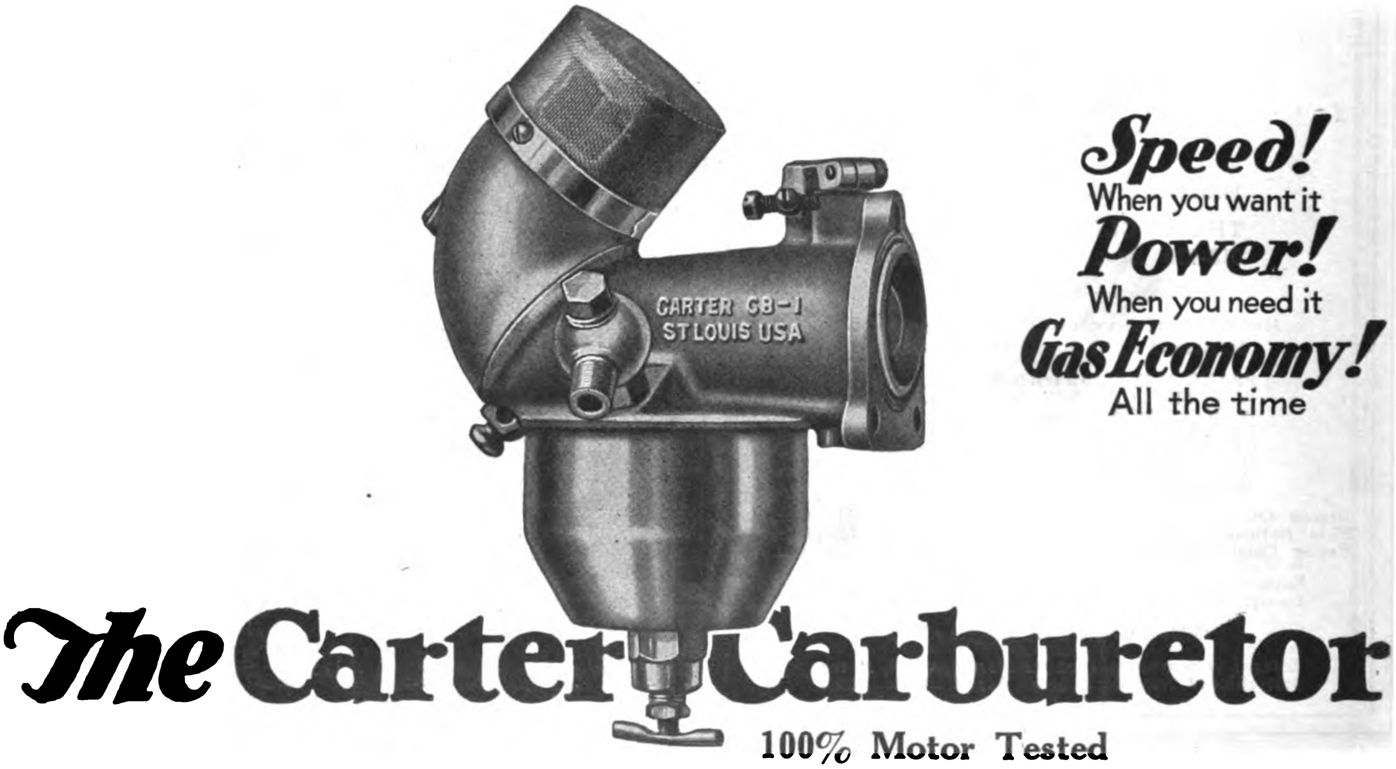
CARTER GB-1
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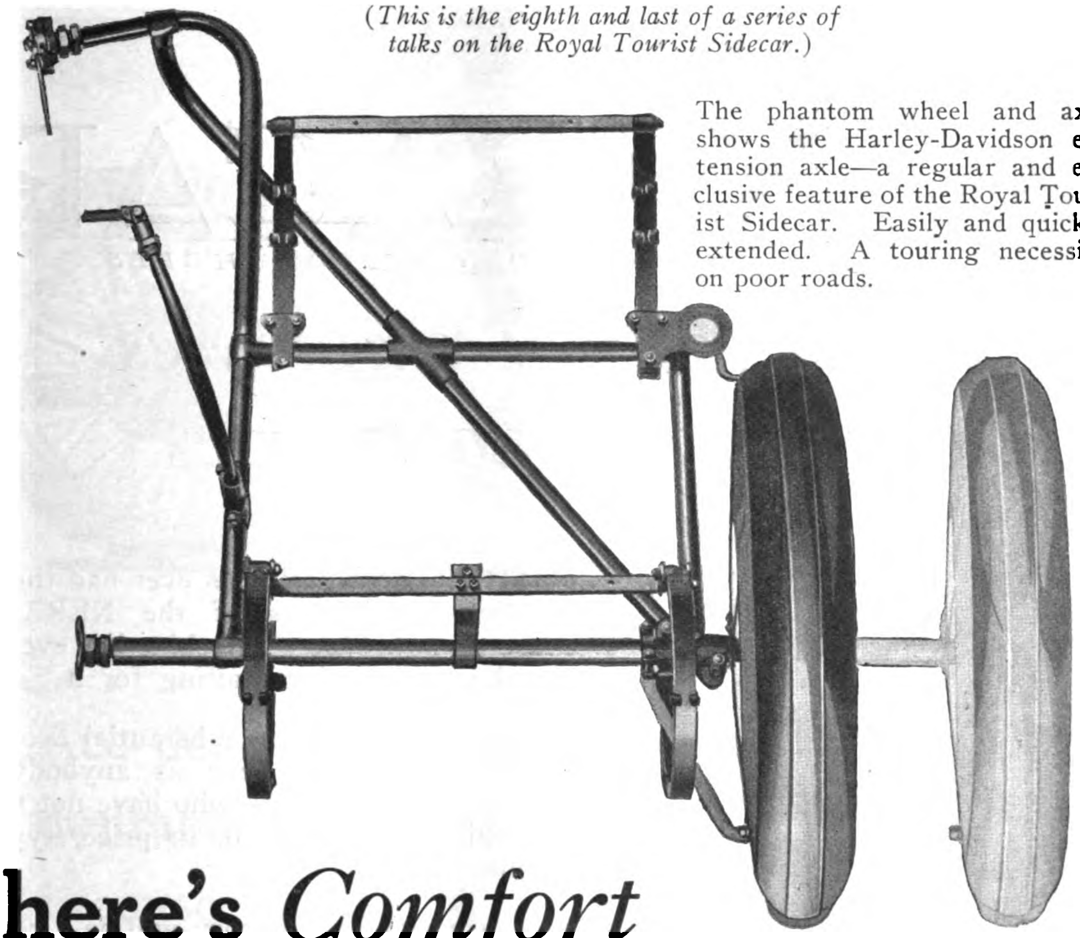
Speed!
When you want it
Power!
When you need it
Gas Economy!
All the time
The Carter Carburetor
100% Motor Tested

(This is the eighth and last of a series of talks on the Royal Tourist Sidecar.)



The phantom wheel and axle shows the Harley-Davidson extension axle—a regular and exclusive feature of the Royal Tourist Sidecar. Easily and quickly extended. A touring necessity on poor roads.

There's *Comfort* and *Strength* in this chassis

Note, in the above illustration, the tube frame connection in front, the rear axle universal ball and socket and the flexible center rod connections to the motorcycle—features originated and developed by Harley-Davidson. *There's comfort!*

Observe the staunch structural strength and sturdy simplicity of this Sidecar chassis. Note, too, the three points of connection with the motorcycle—the rear axle, motorcycle saddle base and motorcycle frame, in front of and next to the motor. *There's strength!*

Ride in this Sidecar with the comfortable and strong chassis and you'll never be satisfied with any other Sidecar than a Harley-Davidson Royal Tourist.

The Harley-Davidson man in your city awaits your call for a Royal Tourist Sidecar ride. Make it today and take "her" along. *Double your motorcycling pleasure this summer!*

The Harley - Davidson Royal Tourist is today's outstanding Sidecar value at the low price of

$115

Harley-Davidson Motor Company

Largest Producers of Motorcycles and Sidecars in the World

Milwaukee, Wisconsin

Just demonstrate the NERACAR

"MOTORING ON TWO WHEELS"

to the factory employees some noon

FULLY EQUIPPED
NO EXTRAS!

$225

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Including 2 Electric Head Lights, Tail Light, Luggage Rack and Tools.

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AMERICAN MAGAZINE
POPULAR MECHANICS
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NOTHING on wheels has ever had the fast selling possibilities of the NERACAR. Because no new type of machine has ever had such a hungry market waiting for it.

There are thousands of substantial working men and women—as keen as anybody for motoring transportation—who have not found the machine to suit them, in price, type or operation.

A demonstration at a factory will be a revelation to you that the NERACAR is the machine these people want.

They want the NERACAR for its ease of handling, riding comfort, clean cut design, moderate speed, smooth operation and economy, and because it can be ridden in any clothes.

With its low price and a running cost of a third of a cent to the mile, the NERACAR competes with street cars. It carries its riders from their own doors on their own schedules —gives them more time with their families and more sleep in the morning. So simple that every member of the family can drive it, it is a great convenience for all—gives them all a chance to get into the big out-doors and enjoy better health.

WRITE TODAY for further information on the new markets that the NERACAR is opening up for motorcycle dealers.

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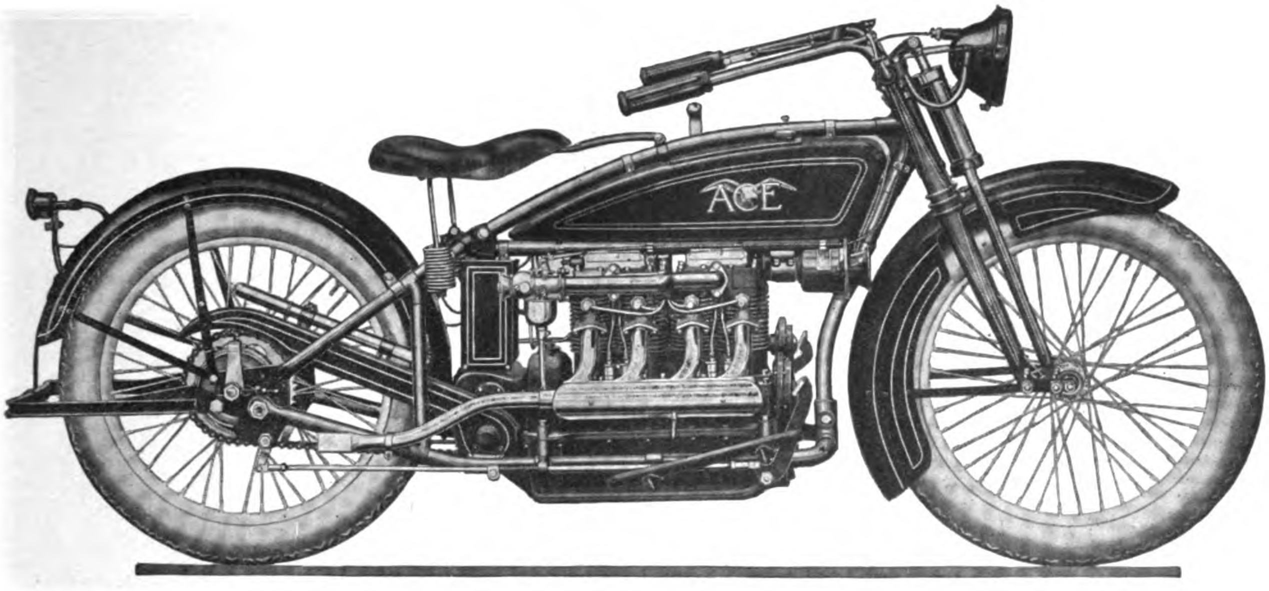
SYRACUSE, NEW YORK



Ace dealers get a highly
desirable class of customers
because this perfected four-cylinder
machine is really

quiet and clean

For detailed information, write
to the Ace Motor Corporation,
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ACE

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At the Wichita, July 4th
300-Mile National Championship Race

Schebler
Wins
Everything

Every Rider Who Finished
Used Schebler Carburetors

1st.	**Hepburn**	**Indian**
2nd.	**Higley**	**Harley-Davidson**
3rd.	**Kreiger**	**Indian**
4th.	**Warner**	**Indian**
5th.	**Smith**	**Harley-Davidson**
6th.	**Bennett**	**Excelsior**

The Wheeler Schebler Carburetor Co.

Indianapolis, U. S. A.

They *are* Coming *to the* Rally Many Thousand Strong

THE success of the Rally is now assured! Not in a decade has there been so much enthusiasm. The trade leaders will be there in full force, and it seems that every rider within reachable distance is planning to be among those present. What an inspiration to all of us to see several thousand riders assembled in good fellowship, for pleasure and sport!

Philadelphia is arranging a prize touring contest from that city to Rochester. Details are given in full elsewhere in this issue. Whoever is responsible for the thought deserves much credit. Other cities can copy or vary the idea to advantage. The thing is to get every one to Rochester.

Tours will also leave Chicago, Boston and New York, meeting en route riders that have started from other towns. Full information may be obtained from M. & A. T. A., 326 W. Madison street, Chicago.

If you have not already arranged to go don't let another day pass before you do make arrangements for this wonderful outing, planned for YOU. The experience will be one that you will treasure in your memory forever.

MAKE YOUR RESERVATION FOR THE RALLY N-O-W!

IN order for the committee in charge of the arrangements for the National Motorcycle Rally, Rochester, N. Y., July 31, August 1, 2 and 3, to have everything in readiness and avoid confusion on registration day, July 31, every dealer and rider should send in his *reservation card Now.*

This will allow the office at Chicago to prepare the Rally Badges so they can be handed out promptly on presentation of *reservation card coupon.*

DO IT NOW and avoid delay and confusion nessary to make out Rally Badge when you arrive.

Arrangements are progressing nicely. Chairman Rice and his side-kick, Arthur Rochow, as well as the other dealer members of the Local Committee in charge, are on the job day and night so that everything will move smoothly for the comfort and entertainment of those attending.

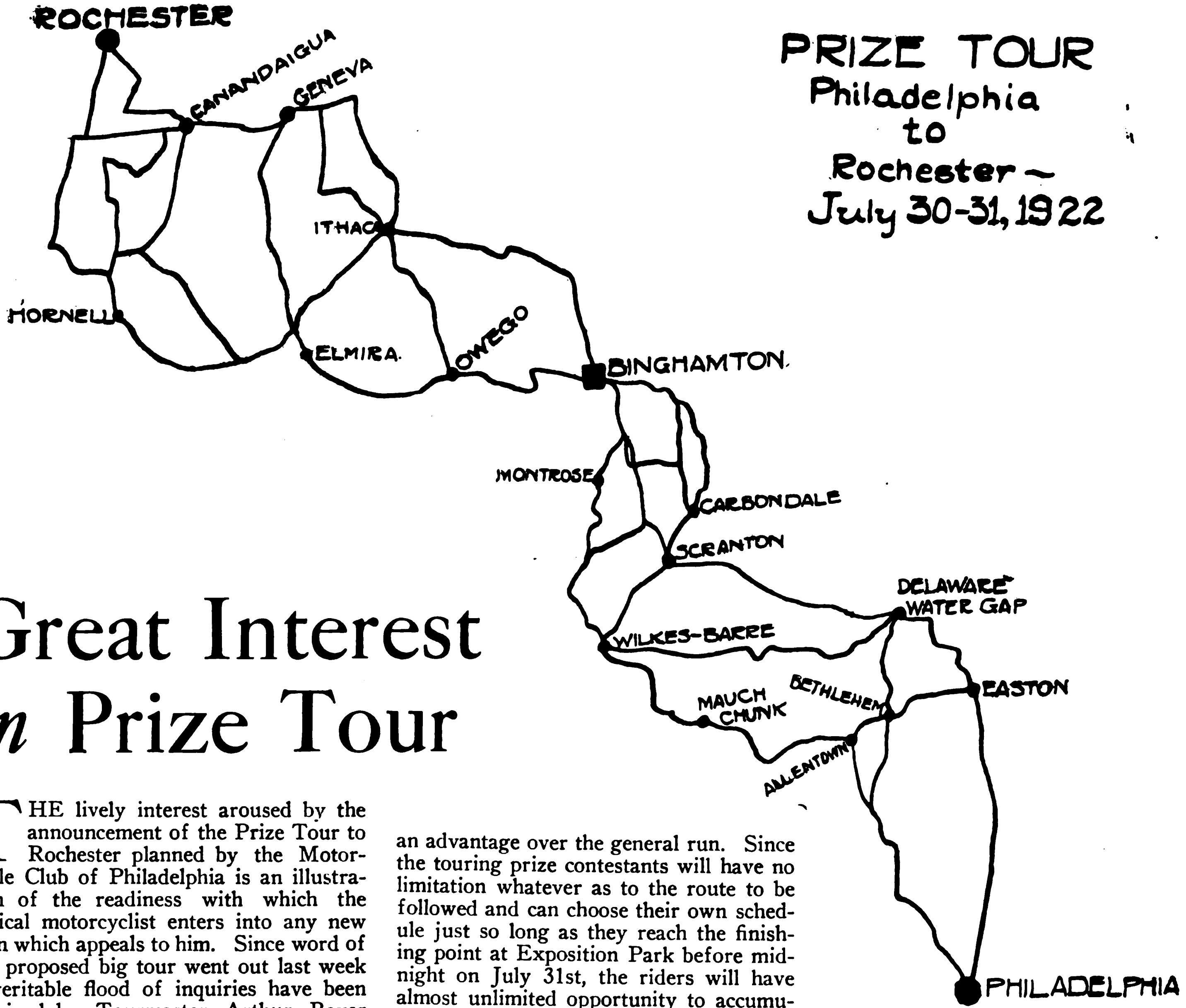
NOW DO YOUR PART. Make your reservation now so we can have everything in readiness for you. Get reservation cards from your Gypsy Tourmaster, or write to M. & A. T. A., 326 West Madison Street, Chicago, Ill.

Tourmasters for the Trunk Line tours are already making up their schedules, so that any motorcyclist can join up by getting in touch with A. B. Coffman, chairman, at his M. & A. T. A. office in Chicago.

New York is planning a monstrous tour to the Rochester Rally, and the metropolitan tourists will be augmented by many from Newark and other nearby cities. They are all interested in the Rally.

Reports received from other sources are very encouraging. Tourmasters are forming many interesting tours. There will be thousands of motorcyclists at Rochester, the Flower City. Everyone interested in motorcycling should be there. What tour are you going to join?

To the rider, the dealer, the jobber and the manufacturer the Rally is important, and the great things that the committee has planned will make the trip well worth taking. Be sure to go! Do as A. B. Coffman says: PLAN YOUR TRIP NOW!



Great Interest *in* Prize Tour

THE lively interest aroused by the announcement of the Prize Tour to Rochester planned by the Motorcycle Club of Philadelphia is an illustration of the readiness with which the typical motorcyclist enters into any new plan which appeals to him. Since word of the proposed big tour went out last week a veritable flood of inquiries have been received by Tourmaster Arthur Boyer from motorcyclists all over this section of the country who are interested by the unique plan and desire to participate.

Dealers are especially interested because the rules of this contest will make it constitute such an unusually effective demonstration of the practical features which form the best selling points. The machine that stays steadily on the job and gives no trouble on the road is the kind of outfit that will have best chances of producing the winning score in this tour, and that is, of course, the kind of motorcycle that the average rider is looking for when he spends his hard earned cash to buy.

Private owners are looking forward to the contest for touring prize honors with much zest because of the opportunity that will be given to exhibit their powers of keen observation and to exercise their knowledge of the country. About every other motorcyclist that mentions the tour appears to have a few out-of-the-way points of interest in mind that he believes most of the other entrants will not know about and which he counts on to give him an advantage over the general run. Since the touring prize contestants will have no limitation whatever as to the route to be followed and can choose their own schedule just so long as they reach the finishing point at Exposition Park before midnight on July 31st, the riders will have almost unlimited opportunity to accumulate a great number of points of interest on their score books along the way. It is a safe bet that the touring scores at the conclusion of this tour will reveal an abundance of interesting features which will astonish the ordinary careless traveler by the vividness with which it will bring out the wealth of sights worth seeing and facts worth knowing along the course of this trip.

Besides the medals offered by the club, a number of special prizes are being put up by various members of the trade. A handsome silver cup donated by the Ace Motor Corporation will be one of the leading awards. Full details regarding other prizes and special trophies will be announced in a short time.

The accompanying map shows some of the more direct of the numerous routes which various entrants are planning to follow on the tour. Contestants for mechanical score prizes will leave Philadelphia early Sunday morning, July 30th and arrive at Binghamton that evening, starting out again the following morning for the second day's ride to Rochester. With the exception of these starting and finishing points for each day's trip there are no restrictions as to routes and any course that the driver elects may be followed.

Those shown on the map are the favorite highways from this part of the country and the mechanical score contestants will in most cases follow one of the routes shown. Riders competing for touring prizes only are planning much more circuitous trips in some cases, however, intending to take in more territory and thereby accumulate extra points for places of interest visited. In some instances these riders will go by way of Trenton, Newark, New York City, Albany, Utica and Syracuse to Rochester, adding considerable mileage and of course increasing the scope of their observations so that if they have time to pause and look as they travel, their touring scores may be benefited substantially.

It is, of course, worth bearing in mind in this connection that the touring score winner will not necessarily be the man who covers most ground, but the one who gathers the most facts as he goes along. Some individuals can see more in a trip of a hundred miles than some others would notice in a thousand, so that the touring score will indicate how much information and educational benefit a rider gets out of his trip, rather than the expanse of territory he covers.

Letters are being sent to Chambers of Commerce in the cities along a wide number of routes between Philadelphia and Rochester, advising them of the educational plans of this tour and enlisting their aid for the purpose of enabling riders to see each community to best advantage in the short time available while he is there. Civic pride naturally causes each local organization to desire to make the best possible showing for its community before the visitors, and as a result arrangements are being made to give the tourists special attention and many unusual courtesies upon their arrival in these towns.

Indications are that in more ways than one it is going to be a tour that will go down in history, not only as the first of its kind to be conducted in this country, but also as the most memorable road event and most enjoyable combination of contest and education that any club has promoted in recent years.

The object of the Prize Tour is to demonstrate the efficiency of the motorcycle as a means of education and recreation.

For trade and factory teams an opportunity for unusual demonstration of mechanical dependability and road efficiency, so that a creditable performance will assume especially high value for advertising and publicity purposes.

Educational features included in the plans are attracting attention along the route of the tour, so that a large volume of favorable publicity will be derived for motorcycling.

To promote highest developments of both the pleasure-riding and reliability-contest features of the run, scores will be divided into two classes: (1) mechanical scores and (2) touring scores. Neither class will affect the other, riders may compete for prizes in either class or both. Entries must state whether riders desire to compete for mechanical score prizes, touring score prizes, or both.

Fast driving will be eliminated in the tour by doing away with schedules, routes and checking stations. Each driver will be allowed to choose his own route and set own pace.

This feature is in accordance with the club's purpose to make the tour demonstrate the efficiency of the motorcycle for uses such as it will be subject to in the hands of the ordinary rider.

Running expenses will count, since the cost of operating a machine is one of the important factors. Riders are free to use as much oil and gasoline as they desire, to use any number of repair parts, to do anything else that circumstances might call for if they were on an ordinary pleasure trip. Money expended for such items will show up on his score sheet in penalties at the rate of one point for each cent expended.

A bridge that will carry the Rally riders over the Lincoln Highway at Osceola, O.

There are no checking stations, no official route and no schedules, there will be no officials along the way with the exception of the checkers at the starting point in the morning or finish at night. Binghamton, about 200 miles, is the finish for the first day's run. Elimination of officials is made possible by provisions through which the riders will act as observers for each other's performance and will keep score on each other.

On each entry blank the rider must state whether he desires to compete for mechanical score prize or touring score prize or both.

Solo competitors for mechanical score prizes will be started in pairs, with instructions to ride together, each to observe the rider paired with him and to keep score card, noting time of stops, amount of expenditures, etc.

Sidecar competitors for mechanical score prizes: entries to be made in sets of two, one driver and one passenger. Each set will be separated for the tour, the passenger riding in the sidecar of another driver, if possible a make of machine different from that used by the driver with whom the passenger filed entry. Sidecar passengers to act as observers for the machines in which they travel, keeping score cards.

Forced stops, or stop for repairs or adjustment (including stop caused by empty tanks) the observers shall consult watch and call the time aloud so that the driver can check scoring to insure accuracy. No fractions of minutes to be used—nearest minute to count—2:33¼ to count as 2:33; or 2:33¾ to count as 2:34, and so on.

Watches of driver and observer to be set together at start. In case of variations of fractions of minute during run, time shown by watch of observer shall be used. When ready to start again when necessary work is completed, after starting motor and mounting saddle ready to drive the driver shall call: "Time! Ready to start" and state time shown by his watch. The observer shall verify the time and mark it on the score card, also the number of points incurred as penalty at two points per minute (not counting fractions, nearest whole minute to count, observer's watch to decide in case of variation). Driver to O. K. the notation on score card and add his initials to signify that time is so marked. In case of halt caused by a fouled spark plug, for instance, upon the machine becoming stationary the observer calls: "Stopped 2:32." The driver glances at his own watch to see that the time is stated correctly, then replaces the defective spark plug. After starting the motor he mounts his machine and calls to the observer: "Time, ready to start, 2:37." The observer looks at his watch, sees the time was called correctly, and notes down on the score card as follows:

Stopped 2:32, changed spark plug, started 2:37, 5 points.
Expenditure, 1 plug $1.00 100 points.

Solo entries for mechanical score shall be paired, if possible, so that each pair is composed of riders of two different makes of motorcycles. The riders of each pair shall toss for right to decide route for first morning. The winner shall designate the route to be followed during the first half of the first day's trip. The other rider shall have the right to designate the route to be followed on the second half of the first day and the first half of the next day, while the first rider shall again choose the way for the final half-day's riding on the second day. It is recommended that the two riders of each pair confer before starting and decide upon a route for the trip.

Both riders will use care to avoid becoming separated on route, as neither will want to give the other a chance to make repairs or adjustments on his machine without being observed and penalized. If the leading rider looks back and finds that the other is not following, he will immediately halt and if necessary ride back to locate the other and note the cause of the delay, learning whether time should be marked on the score card for penalty. Time not to count until he has returned to halted machine.

Upon one rider noting that the other has stopped, he shall call the time and note on the score card the same as specified for sidecar observers, the other rider to verify time and O. K. the notations as described for sidecar drivers. Each solo rider to carry his partner's score card.

Solo rider halting because of trouble of other rider with whom he is paired, will be allowed extension of time limit for arrival at night, equal to time other rider is delayed. If other rider is forced to withdraw from run, he shall write a note to that effect on first rider's score card, after which the first rider may take his own card and continue the run alone until he meets another contestant. If the new rider that he meets has also lost a partner in a similar manner, the two shall form a new pair and continue on if started thus. If the lone rider meets a pair, he shall give his score card to one of them and the three will ride together as a combination in the same manner as when there were only two, each observing the other two.

Solo rider out automatically if forced to stop more than one and one-half hours at one time and must give properly endorsed card to partner so that rider can continue.

Riders withdrawing will get credit for scores up to point of withdrawal—mileage to last town passed, at 5 points per mile using official Road Guide figures. minus regular penalties and special penalty of 250 points for withdrawal.

THE RULES

Each contestant will be credited with 5 points per mile, official mileage, upon arrival at finish (395 miles, 1975 points).

MECHANICAL SCORE

Penalties for:

Stops where work is performed on machines, 2 points plus 2 additional points for each minute after the first minute. Fractions of minutes not counted.

Solo rider finishing without partner.

Stops forced by empty fuel or oil tanks.

Being towed, 100 points per mile or fraction of mile.

Money spent on machine, for repair parts used, gasoline and oil; work done by repair shops along route, or other purpose, 1 point per cent.

Spare parts may be carried without penalty, but if used, will be counted on score. All repair parts to count at parts-catalog list price of manufacturer. Penalties for expenditure, 1 point per cent. (1 gallon of gasoline, 25 cents, 25 points, etc.).

Withdrawal, 250 points penalty.

Each driver to receive credit for gasoline that can be drained from tank at finish, at same rate per gallon as penalized for expenditure at last point where gasoline was purchased.

Late at night control, 10 points for each full hour.

Upon arriving at the finish, each driver shall be credited with 5 points per mile, using the official distance of 395 miles as standard for all mileage scores (total 1975 points). From this will be deducted the penalties for expenditures, stops, etc., and the balance will be the rider's mechanical score for the run.

SAMPLE MECHANICAL SCORE

395 m.		1975
gas, 8 gal., @ 28c	224	
oil, 1.00	100	
delays, 30 min.	30	
		— 354
Score		1621

Solo riders whose partners have withdrawn and who finish alone, holding score cards properly endorsed by their riding partners stating place and time of withdrawal, will be penalized as follows for riding unattended:

If partner withdrew 200 miles or more from night control, 250 points.

If partner withdrew 150 miles or more from night control, 200 points.

If partner withdrew 100 miles or more from night control, 125 points.

If partner withdrew 50 miles or more from night control, 75 points.

If partner withdrew 25 miles or more from night control, 25 points.

Solo riders finishing without partners and whose scores do not bear data showing partners' withdrawal, will be penalized 250 points in addition to penalties assessed for other causes.

No score allowed unless score card is turned in to referee at finish.

Contestants for mechancial score prizes will start from Motorcycle Club of Philadelphia quarters, Philadelphia, at 5 a. m., July 30. Due at Binghampton, N. Y., 220 miles (with detours) 4 p. m., that day. Leave Binghampton at 7 a. m., July 31. Finish, Rochester, N. Y., 175 miles, at 3:45 p. m., July 31; at Exposition Park, M. & A. T. A. Registration Office, total 395 miles.

A guide post for the Rochester Rally Riders on the Lincoln Highway at Osceola, O.

TOURING SCORE

Object of awarding prizes for scores of this class is to emphasize the educational value of motorcycle travel and stimulate observation of interesting features in the territory traversed. To know of the existence of such features in a given locality is a matter of instructive information and will therefore count 10 points for each. To actually visit such a point and see it, is still more worth while and counts 25. To enable riders to visit such places for sight-seeing without being penalized for lateness a time allowance on mechanical score varying from 15 minutes to 1 hour for different localities is granted for each point of interest shown on the Touring Score Card.

Riders competing for Touring Score prizes only will travel as individuals—sidecar passengers riding with the drivers with whom they are entered, and solo riders traveling independently, not in pairs.

Known points of interest on route, 10 points each.

Visited points of interest on route, 25 points each.

Time allowance at night control for each visited point of interest, for mechanical score.

Signature of a witness, with address, must be obtained in Score Book at each visited point of interest. It is best to get signatures of police officers, caretakers, superintendents, etc., rather than mere casual by-standers, as their name will carry more weight in case of doubt regarding any score.

Points of interest eligible for counting in Touring Score are:

Public buildings, such as court house, state house, art museum, Chamber of Commerce, municipal buildings, etc.

Monuments, memorial tablets, statues.

Clubhouse used by American Legion or other War Veterans' organization

Parks, country clubs, aquariums.

Battlegrounds or scenes of other historic events.

Birthplace or residence of famous men such as statesmen, authors, architects, artists, generals, etc.

Factories where nationally known products are manufactured (such as Eastman Kodak, Winchester rifles, Schebler carburetors, etc.).

Prominent scenic features (such as Delaware Water Gap, Niagara Falls, Mt. Penn, etc.).

No points of interest counted in City of Philadelphia.

Each point of interest visited must be clearly identified by name or description and address or definite location. Points not properly designated will not count on score. For example, points will not be allowed if the Touring Book simply says, "Home of congressman" or "High mountain west of road;" the report should be definite, as: "Home of Congressman John W. Brown, 2104 Second St., Brownsville, N. Y.," or "Mt. Morrison, 2 miles west of Whitesville, N. Y."

Riders competing for Touring Score only, may start any time after 12:01 a. am., July 28, and finish any time before midnight, July 31.

Entry fee, touring prize only, $0.50, mechanical score only, $3.00 per machine. Both $3.50.

Mail entries to Tourmaster Arthur Boyer, 2632 N. Darien street, Philadelphia, Pa.

RALLY ROUND THE RALLY

THE Cleveland Chapter, the house organ of the Cleveland Motorcycle Company, has the following to say about the Rally:

Rally round the Rally
All you motorcyclists strong,
This will be a tally
Of the riders old and young;
Leave at home your troubles,
Bring your smile and cheer along
And-help-our-sport-go-on.

Come on dealers! Boost this Rally. Help make it the biggest and most notable event of the industry. Present owners of motorcycles will want to go. Prospective buyers will hurry their purchases to come along with the "gang." The "motorcycle seed" will become embedded in the minds of thousands more who will see the passing motorcyclists and envy them for the good time they are having.

The Rally will help motorcycling. The Rally will help your business. ANYTHING good for the business deserves your support.

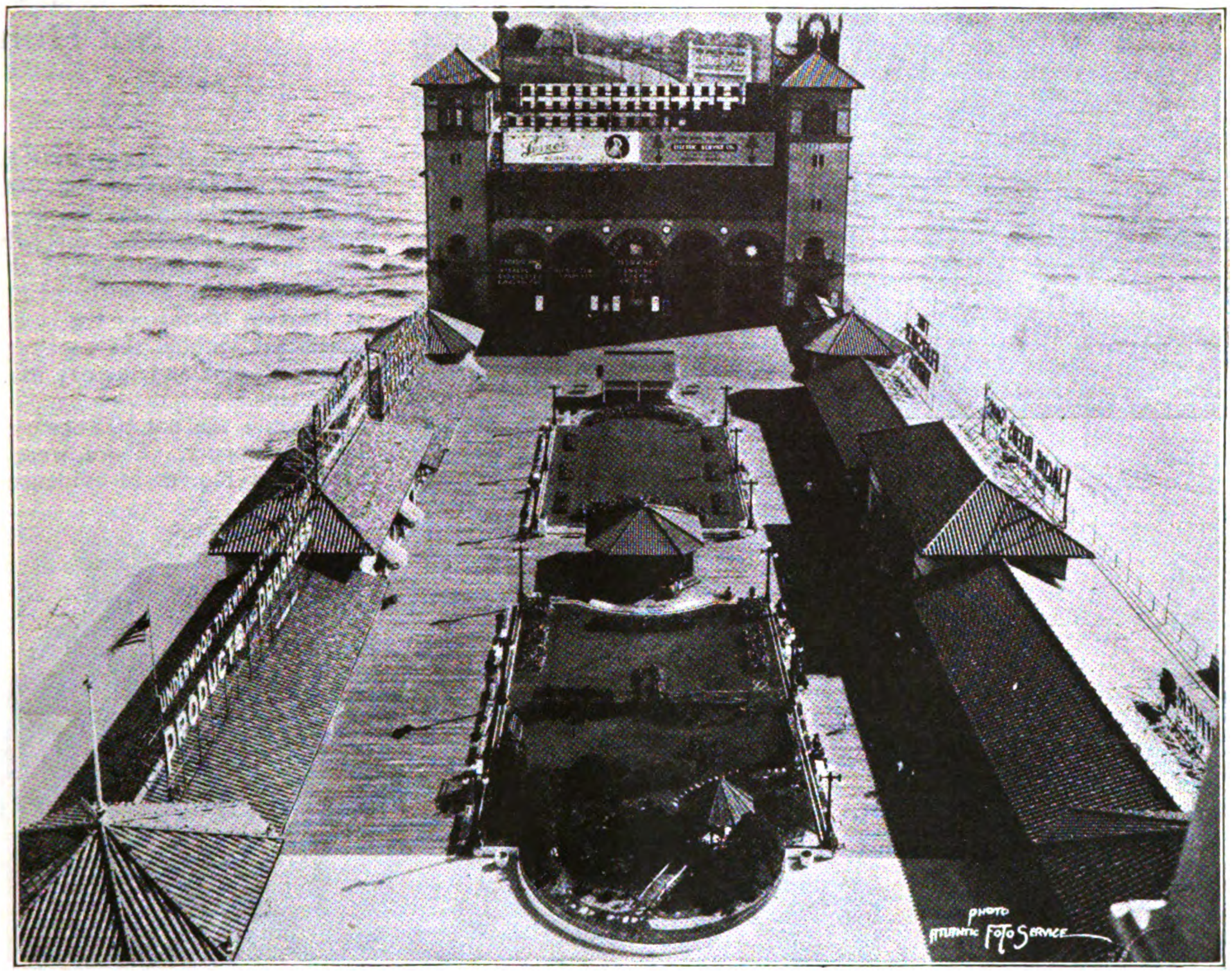
ON THE RALLY ROUTE

CRAWFORD County, Ohio, especially in the vicinity of Bucyrus, is gaining quite a desirable reputation for the number of excellently brick-paved roads which radiate from the latter town.

The Lincoln Highway, which passes through the county, is brick-paved for a distance of fully twenty miles. Along the sides of the road, at frequent intervals, handsome sign-posts of various-colored brick have been erected to guide the doubtful traveler. Picturesque bridges, artistically constructed of concrete, span the streams where they cut across the highway.

The attractive bridge and sign-post illustrated here, are located on the highway where it passes through the little village of Osceola between Bucyrus and Nevada, and do much to help the traveler remember this little link in a big highway.

Filing Applications *for* Space *at* Show



The Garden Pier at Atlantic City, where show will be held

In spite of the fact that prospectus and space application blanks for the National Bicycle and Accessories Show at Atlantic City, September 14 to 16, have only been out a few days, applications for space are reaching the manager's office daily. The following have sent in applications:

Emblem Mfg. Co., Angola, New York; Huffman Mfg. Co., Dayton, Ohio; Motorcycling and Bicycling, Chicago; Great Western Mfg. Co., Laporte, Indiana; Westfield Mfg. Co., Westfield, Massachusetts; Iver Johnson's Arms and Cycle Works, Fitchburg, Massachusetts; American National Company, Toledo, Ohio; American Wood Rim Company, Onaway, Michigan; William Steel Wheel & Rim Company, Utica, New York; Mead Cycle Company, Chicago, and D. P. Harris Hardware & Mfg. Co., New York; Diamond Chain & Mfg. Co., Indianapolis; the Colson Co., Elyria, O.; Stevens & Co., New York; Eclipse Machine Co., Elmira, N. Y. A letter from our friend, Bill Surre, advises that he will make application as soon as he reaches home.

A letter from the New Departure Mfg. Company, Bristol, Conn., Mr. Olin asks for certain information, stating that their application for a good block of space will be forwarded immediately. Henry Bush, of the Eclipse Machine Company, also wrote for a space application with information stating their desire to exhibit.

Much interest is being manifested by the entire bicycle fraternity in this exhibition for they realize the wonderful opportunity to meet the Eastern dealers as well as show their product to the throngs from every section of the country at Atlantic City at that time.

A convention of the National Cycle Dealers' Association is scheduled for September 14 and 15, while the National Amateur Championship Bicycle Road Races will be run under the auspices of the Amateur Bicycle League of America, on Saturday, the 16th.

Hotel rates at that time are reasonable in Atlantic City, and bathing exceptionally good. With reduced railroad fares this show will afford dealers in every section of the country a wonderful opportunity to see the 1,932 lines of bicycles and accessories and visit Atlantic City; combining business with what you might term a needed vacation.

Prospective exhibitors write to A. B. Coffman, 326 West Madison Street, Chicago, Illinois, manager of the show for any details regarding space, etc.

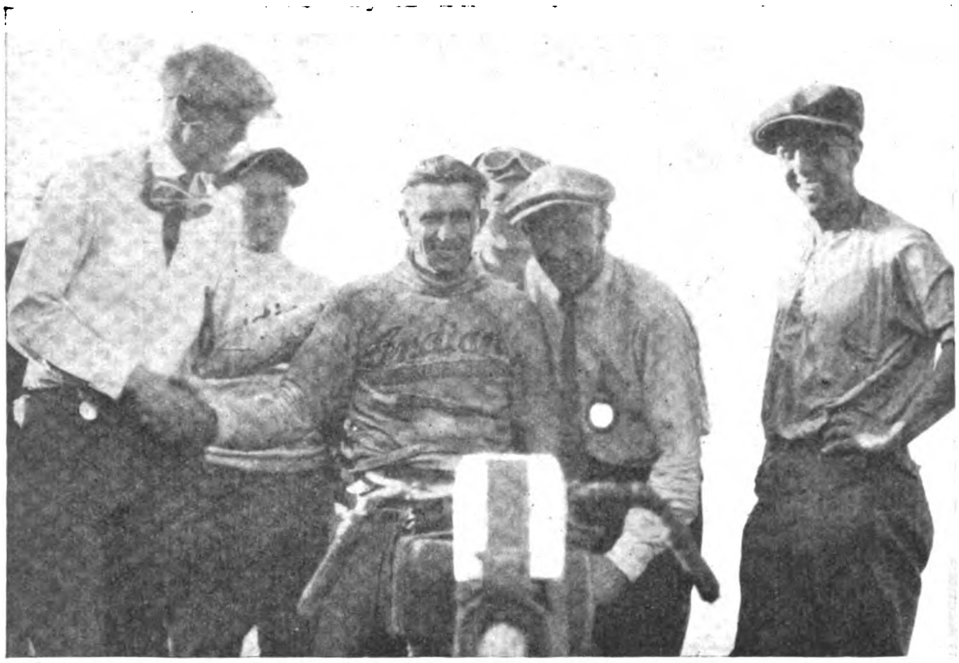
BENNETT MAY TRY AGAIN

According to information from Portland, Ore., Wells Bennett, three times winner of the "Three Flag" record, is planning to ride the Pacific highway again this summer, probably in July, in an effort to lower the record made in 1920 by Walt Hadfield, Portland, of 49 hours flat from Blaine, Canada, to Tia Juana, Mexico. The "Three Flag" record is the most important solo event for motorcyclists on the Pacific Coast. It was instituted in 1915 by E. G. "Cannonball" Baker, riding an Indian.

Many Things
in a

Absence of Factory Domination
Not Hurt the Race

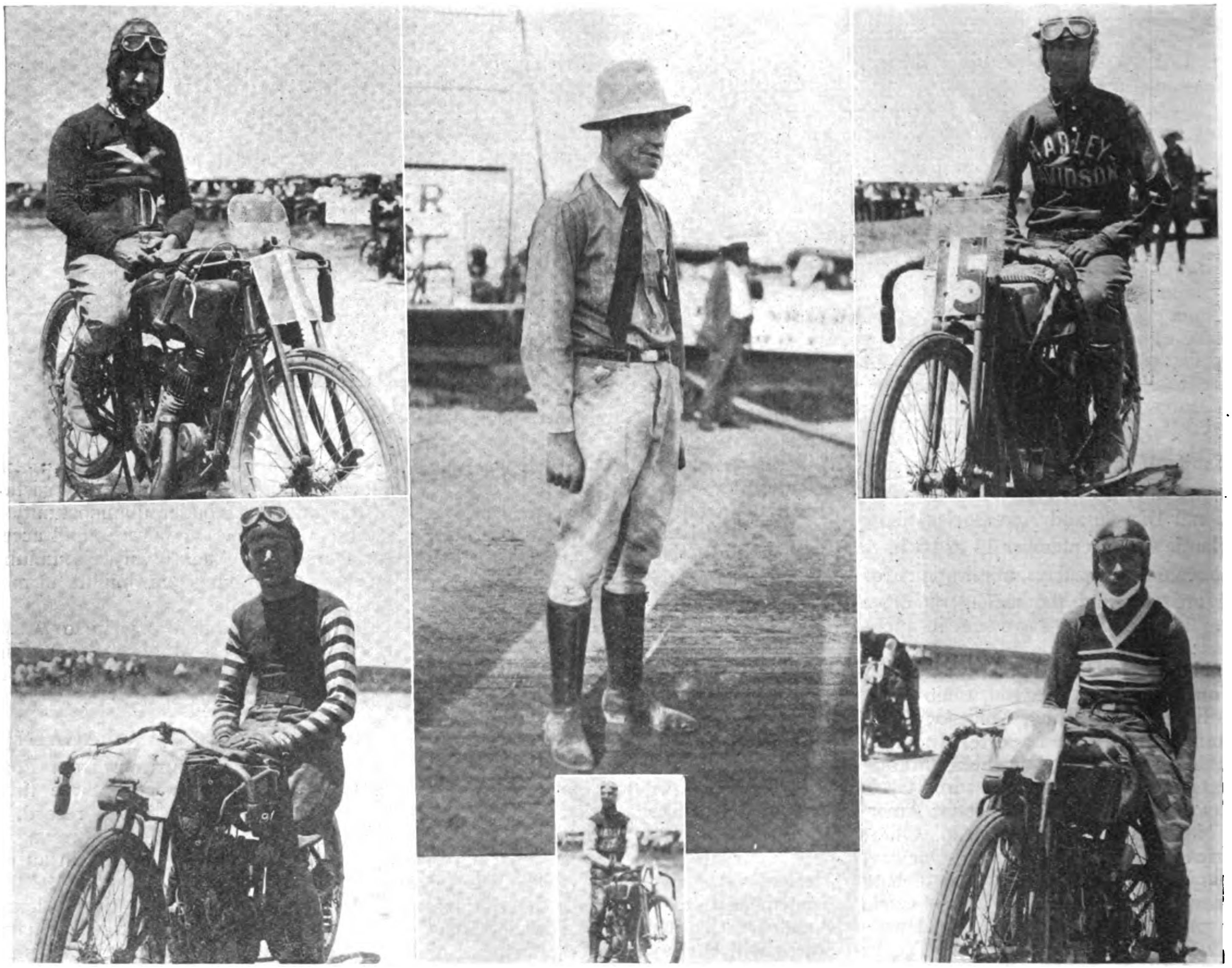
By W. H.



Ralph Hepburn being congratulated at Wichita on July 4. Left to right, Floyd Clymer, Hepburn, Hart Bowman and Curly Fredericks.

SEVERAL things seem to be indicated by the results of the 300-mile National Championship race which was held at Wichita, Kan., on July 4. Perhaps the most important of these is that such a race can be successfully handled, at least in so far as the spectators are concerned, without the assistance of factory controlled and factory managed racing teams.

The race was not 100 per cent. without factory support. There were a number of factory motors in evidence, but fac-



At Wichita, Kansas, on July 4. Upper left, Warren Cropp, Excelsior; lower left, Bert Altenread, Indian; center, Bill Ash, the referee; upper right, Ora Dunham, Harley-Davidson; lower right, John Seymour, Indian; insert, lower center, Jim Davis, Harley-Davidson

Can Happen Race

at Wichita Championship Did For Spectators

PARSONS

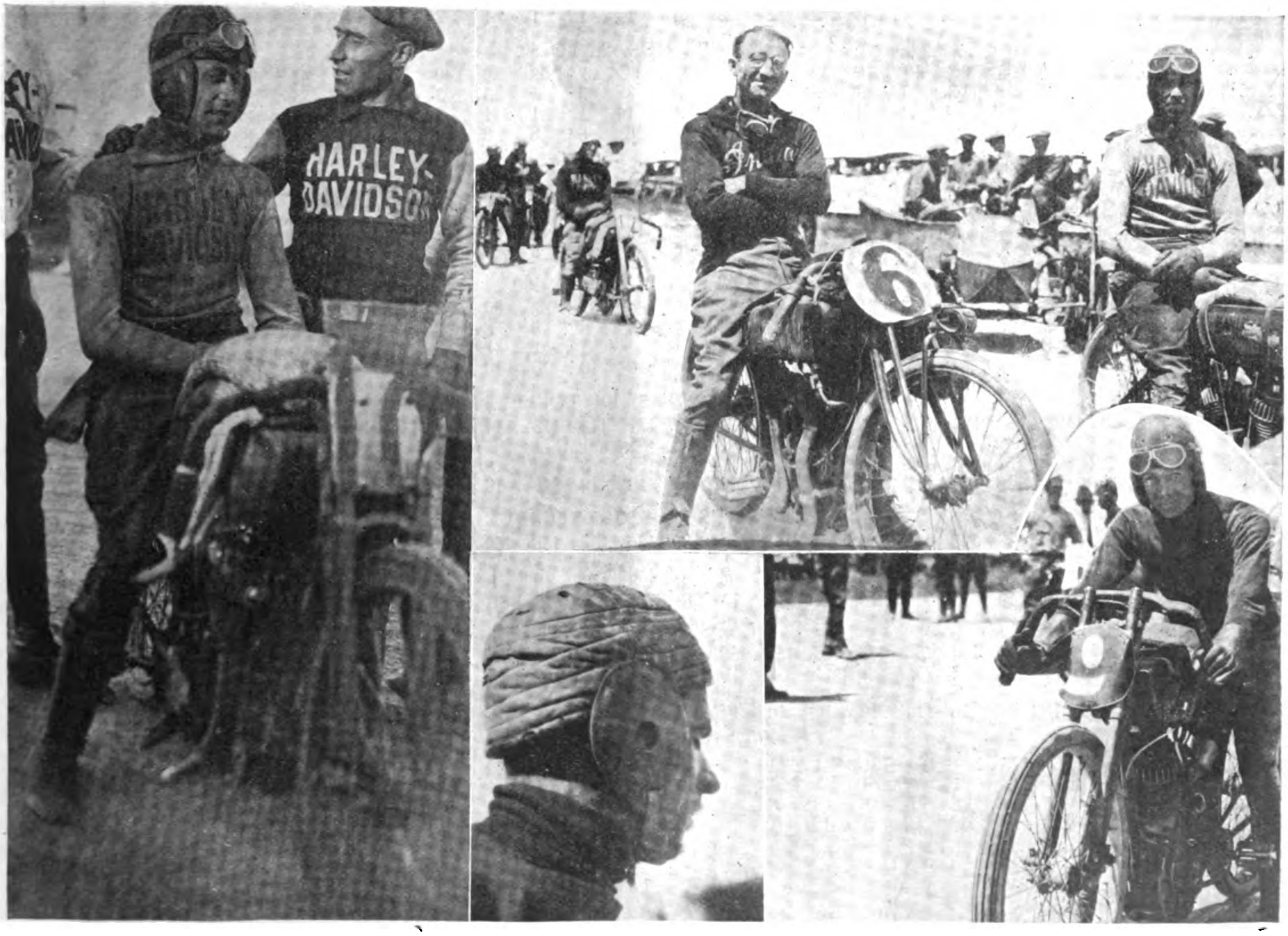
tory organization was entirely absent, and so far as the financial end of it was concerned, the riders had to look to the promoters or to the dealers of that part of the country for expenses. Expenses were less than when factories paid the bills.

It is somewhat doubtful if a long race conducted without factory pit supervision and equipment will result in many broken records. The pits at Wichita were handled by the interested dealers, and it is to their credit that they gave remarkable service under unfavorable conditions. Few if any dealers have the mobile mechanical equipment and accessories which they can take from their

(*Continued on page* 17)

Just after the flag dropped at the start of the Wichita championship. They were certainly tearing around

Ray Weishaar was hot after that lap money at the Kansas title event, as can be seen by above snap shortly after the start



More live ones from Wichita. Left, Walter Higley, Harley-Davidson; upper left, "Speck" Warner, Indian, left, and Walter Higley; lower center, a side view of Jack Krieger; lower right, Maynard Smith, Harley-Davidson, before the start

FINISH

Lined up for the start at Wichita. Front row (left to right): Ray Weishaar, Maynard Smith, "Speck" Warner and Walter Higley

The Battle Lap *by* Lap *for* First Three Places *in* 300-Mile Championship

LAPS NOS. ONE TO 25.

Position	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
1................	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
2................	2	2	2	2	2	4	4	4	5	5	4	4	4	4	1	1	1	1	1	1	1	1	1	1	1
3................	4	4	4	4	4	2	2	2	2	4	1	1	1	1	2	2	2	2	4	4	2	2	2	2	2

LAPS NOS. 26 TO 50.

Position	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
1................	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
2................	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3................	2	2	2	2	2	8	8	8	10	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	10

LAPS NOS. 51 TO 75.

Position	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75
1................	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
2................	1	1	1	1	1	1	1	1	1	1	10	10	10	10	10	10	10	8	8	8	8	8	1	8	8
3................	10	10	10	10	10	10	10	10	10	10	8	8	8	8	8	8	8	1	1	1	1	10	8	1	1

LAPS NOS. 76 TO 100.

Position	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1................	3	3	3	3	3	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
2................	8	8	8	8	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3................	1	1	1	1	1	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

LAPS NOS. 101 TO 125.

Position	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125
1................	8	8	8	8	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	8	8	8	8
2................	1	1	1	1	1	8	10	8	8	8	8	8	8	8	8	8	8	8	8	8	8	1	1	1	1
3................	10	10	10	10	10	10	8	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

LAPS NOS. 126 TO 150.

Position	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	49	150
1................	8	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2................	1	1	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
3................	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

LAPS NOS. 151 TO 175.

Position	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175
1................	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2................	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
3................	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

LAPS NOS. 176 TO 200.

Position	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200
1................	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2................	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	10	10	10	10	10	10	10
3................	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	8	8	8	8	8	8	8

No. 1—Ralph Hepburn, Indian.
No. 2—John Seymour, Indian.
No. 3—Ray Weishaar, Harley-Davidson.
No. 4—Jim Davis, Harley-Davidson.
No. 5—Wells Bennett, Excelsior.
No. 6—"Speck" Warner, Indian.
No. 7—Rural Murray, Indian.
No. 8—John Kreiger, Indian.
No. 9—Maynard Smith, Harley Davidson.
No. 10—Walt. Higley, Harley-Davidson.
No. 11—Warren Cropp, Excelsior.
No. 12—Herb Jones, Harley Davidson.
No. 14—Bert Altenread, Indian.
No. 15—Ora Dunham, Harley-Davidson.

shops and use to organize a completely equipped quick repair shop beside the track, and this is what the factories can and did do when they were giving their entire support to the championship races. Time lost in the pits means less chance of making records.

However, the general public doesn't care a great deal about this if they see a good contest, and they saw one at Wichita. While there was considerable diversity in the rate of speed at which the riders circled the track, as can be seen by a study of the table showing the lap time, for the first fifty laps, of the winners of the first three places and the leader at the end of the first 100 miles, there were enough riders on the track at all times to provide the spectators with plenty of thrills, as they passed each other on the turns and came down the stretches neck-and-neck.

It didn't matter if the rider who was taking the lead in an apparently desperate attempt to nose out his competitor was really three or four laps behind the one he was passing at the moment. It was the race of the moment that interested the spectators, and they got plenty of it at Wichita.

Another thing demonstrated was that factory teams are not necessary to insure a good field of starters. There were fourteen starters when Clerk of the Course Owen Keller lined them up, and while several of the veterans were missing there were enough of them present to insure a real race. In addition there were several new faces, men who had never before started in so long a race, some of whom would beyond a doubt have been barred had the contest been under factory control. Two of them finished in the money, one in third place and one in fifth. While they had both been doing considerable local racing, neither John Kreiger, of Detroit, who got third, or Maynard Smith, of Omaha, who got fifth, had ever appeared in Class A company for a race of any great importance.

Others in this quasi amateur class who started were Rural Murray, of Fort Worth, Texas; Ora Dunham, of Loveland, Colo.; Herb Jones, of Augusta, Kan., and Bert Altenread, of Hutchin-

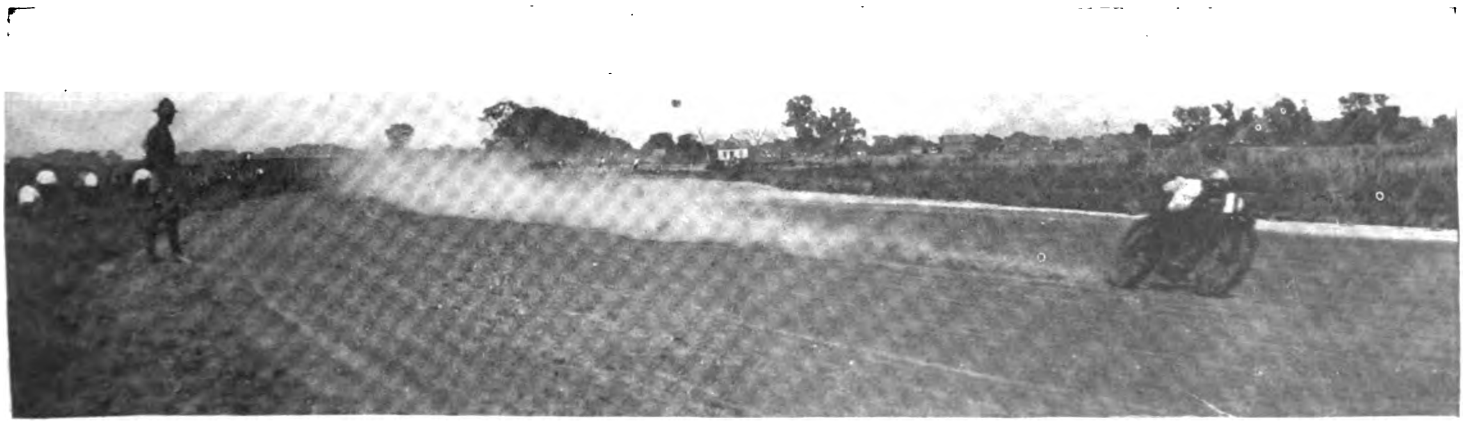
HOW THE LEADERS MADE THE FIRST FIFTY LAPS AT WICHITA

Hepburn		Higley		Kreiger		Weishaar	
Lap No.	Time	Lap No.	Time	Lap No.	Time	Lap No.	Time
1	1:14	1	1:20	1	1:15	1	1:4
2	1:6	2	1:10	2	1:10	2	1:3
3	1:6	3	1:10	3	1:7	3	1:3
4	1:6	4	1:13	4	1:7	4	1:5
5	1:6	5	1:12	5	1:8	5	1:6
6	1:5	6	1:5	6	1:9	6	1:5
7	1:6	7	1:5	7	1:9	7	1:5
8	1:6	8	1:15	8	1:10	8	1:7
9	1:8	9	1:20	9	1:10	9	1:5
10	1:8	10	1:10	10	1:9	10	1:7
11	1:8	11	1:10	11	2:8	11	1:8
12	1:8	12	1:10	12	1:9	12	1:6
13	1:9	13	1:15	13	1:11	13	1:6
14	1:8	14	1:20	14	1:10	14	1:7
15	1:8	15	1:10	15	1:10	15	1:7
16	1:9	16	1:10	16	1:11	16	1:8
17	1:9	17	1:10	17	1:9	17	1:8
18	1:11	18	1:15	18	1:11	18	1:7
19	1:9	19	1:10	19	1:11	19	1:7
20	1:9	20	1:10	20	1:10	20	1:9
21	1:9	21	1:10	21	1:12	21	1:8
22	1:11	22	1:23	22	1:11	22	1:7
23	1:10	23	1:7	23	1:12	23	1:8
24	1:10	24	1:10	24	1:10	24	1:7
25	1:11	25	1:20	25	1:12	25	1:8
26	1:11	26	1:20	26	1:11	26	1:8
27	1:9	27	1:15	27	1:11	27	1:9
28	1:11	28	1:10	28	1:11	28	1:8
29	1:12	29	1:15	29	1:11	29	1:7
30	1:9	30	1:10	30	1:9	30	1:12
31	1:10	31	1:10	31	1:11	31	1:10
32	1:10	32	1:15	32	1:11	32	1:9
33	1:10	33	1:15	33	1:10	33	1:9
34	1:10	34	1:10	34	1:18	34	1:8
35	1:12	35	1:15	35	1:12	35	1:8
36	1:12	36	1:20	36	1:13	36	1:9
37	1:10	37	1:10	37	1:13	37	1:10
38	1:10	38	1:15	38	1:12	38	1:9
39	1:10	39	1:15	39	1:12	39	1:8
40	1:11	40	1:10	40	1:14	40	1:10
41	1:11	41	1:15	41	1:13	41	1:10
42	1:11	42	1:10	42	1:12	42	1:9
43	1:11	43	1:15	43	1:13	43	1:9
44	1:12	44	1:15	44	1:13	44	1:8
45	1:11	45	1:10	45	1:13	45	1:11
46	1:12	46	1:10	46	1:13	46	1:10
47	1:10	47	1:10	47	1:13	47	1:10
48	1:11	48	1:10	48	1:15	48	1:8
49	1:12	49	1:10	49	1:13	49	1:10
50	1:11	50	1:10	50	2:11	50	1:10

The track was a mile and a half to the lap.

1: 3 = 85 + miles per hour
1: 4 = 84 + miles per hour
1: 5 = 83 + miles per hour
1: 6 = 82 — miles per hour
1: 7 = 80 + miles per hour
1: 8 = 79 + miles per hour
1: 9 = 78 + miles per hour
1: 10 = 77 miles per hour
1: 11 = 76 — miles per hour
1: 12 = 75 miles per hour
1: 13 = 74 — miles per hour
1: 14 = 73 — miles per hour
1: 15 = 72 — miles per hour
1: 16 = 71 miles per hour
1: 17 = 70 + miles per hour
1: 18 = 69 + miles per hour
1: 19 = 68 + miles per hour
1: 20 = 67 + miles per hour

The + or — sign following the mileage figures indicates that the distance per hour is a shade over or under the figures given.



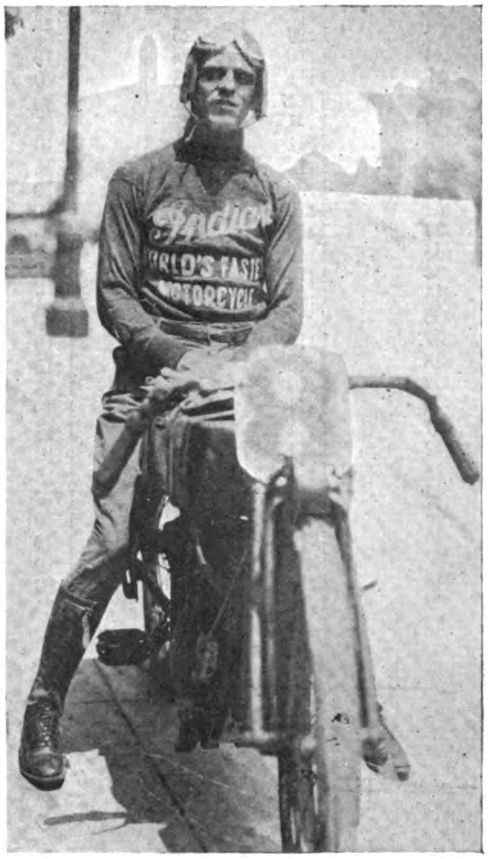
Ralph Hepburn on the north turn in the 300-mile race at Wichita

Sailing along on the back stretch at the Wichita championship

son, Kan., and while none of them lasted out the first hundred miles, still they demonstrated that they had in them the stuff to make real racers and will probably be heard from later. Under the old system of factory support, it is quite possible that none of these men would have been allowed to start, and certain that at least one or two of them would have been barred.

Another thing that was brought forcibly home to both riders and spectators was that a race is never won until it is finished, especially a long race. Take, for example, the case of Kreiger and Higley, who fought it out for second place after it was clear that, barring accident, Hepburn had a mortgage on first. As will be seen by a glance at the lap table on the opposite page, both of them were the first thirty laps working their way into the first division. Kreiger, who was riding No. 8, appeared in third place in the thirty-first lap. Higley, No. 10, who was riding close behind, was third in the thirty-fourth lap, but Kreiger regained the place in the next lap and held it to the fiftieth, when Higley again took it and hung there until the sixty-first, when he moved into second place because Hepburn, who had been riding there, stopped at the pits. In the sixty-seventh lap Kreiger nosed Higley out of second place, and in the sixty-eighth Hepburn, who was back in the race, pushed into third and Higley was back in fourth.

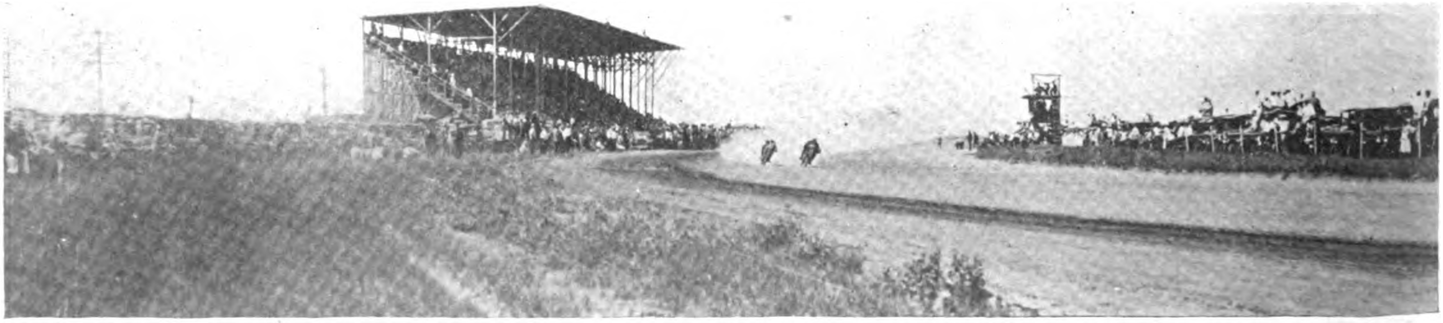
When Ray Weishaar, who took the lead at the drop of the flag and held it until he spilled just as he was turning into the stretch to complete the eighty-first lap, Kreiger moved into first place, Hepburn into second and Higley into third. Kreiger held the lead until the end of the 105th lap and then gave way to Hepburn, who kept the lead until the finish, except for the six laps between the 122d and 127th laps, when Kreiger again headed the procession while Hepburn replenished his gas and oil tanks. Hepburn not only held his lead but increased it steadily, which was a very lucky thing for him, because he broke a chain about eight laps from the finish, and the lead he had was a very handy insurance against the same sort of grief that came to Kreiger a little later on. Kreiger held second place from the 128th lap to the end of the 192d, when he also broke a chain coming into the home stretch. At the time, he had eight laps lead on Higley, and it looked like easy second money for Kreiger. A new chain was put on, but that broke also, and before Kreiger got rolling Higley had made up the eight laps and was in the lead. It was a pretty race between them for the last eight laps, but Higley hung on to second place to the finish.



Jack Kreiger, the "dark horse" of the Wichita race, who ran third

Then there was Weishaar. He started out like a house afire and had lapped the field in the first twenty-miles. His fastest lap was made in 1:03, which is equivalent to a little better than 85 miles an hour. This, considering the rough condition of the track, was remarkably fast time. In fact it was too fast as was demonstrated later on when a rear axle gave way and Ray took a spill. He led for the first 80 laps, everyone of which was worth a $5 bill to him, as there was $5 a lap extra prize money up for the first 100 laps.

(*Continued on page* 20)



A snappy brush past the grandstand at the Wichita classic

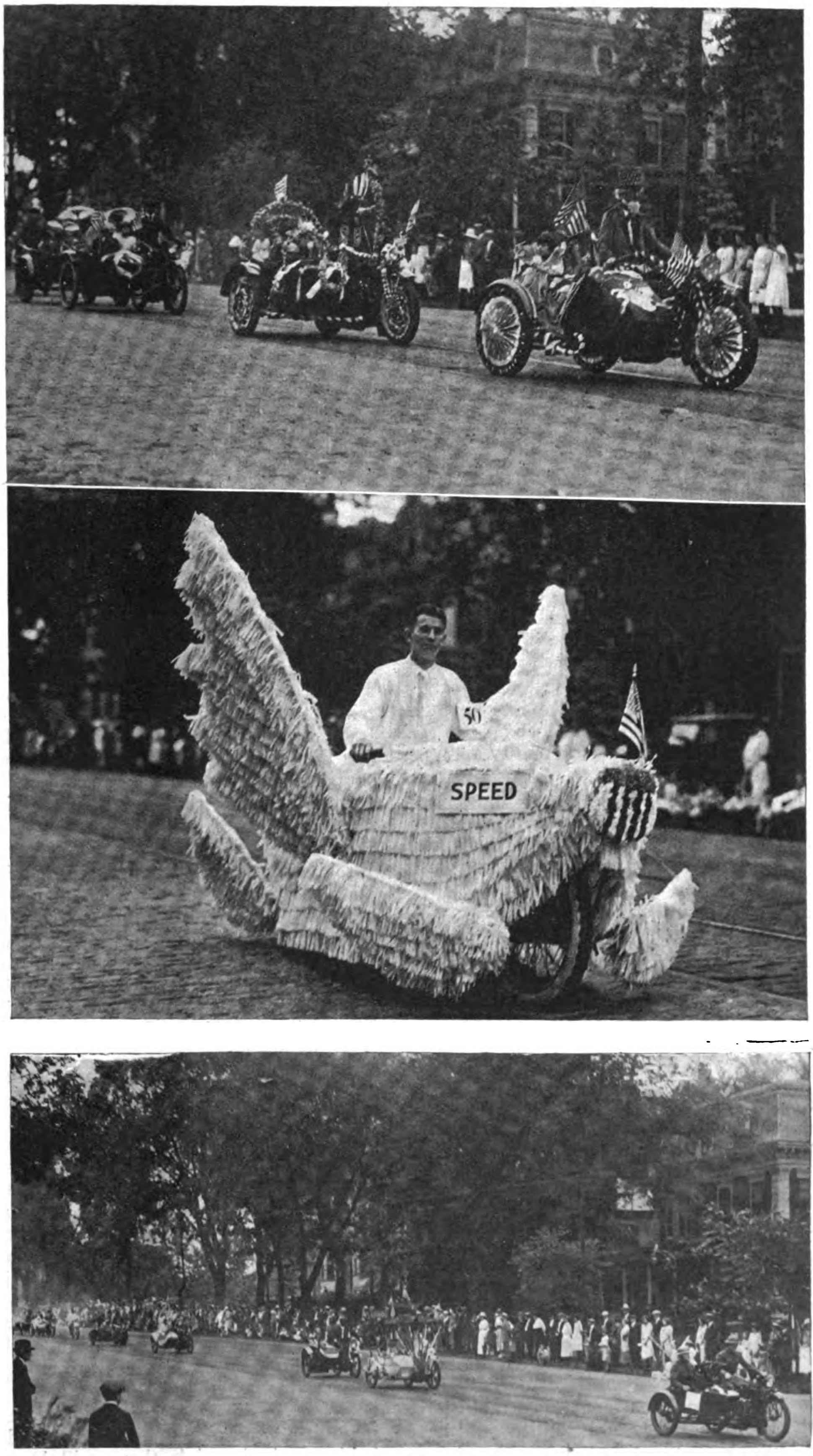
Springfield Parade *a* Fine One

OVER 100 beautifully trimmed and comically attired motorcycles featured the Fourth of July parade in Springfield, Mass. The motorcycle division was given the honor of leading the parade, which was over four miles in length.

The motorcycle dealers in Springfield as a whole took hold of the affair in earnest and encouraged the riders to trim up their machines, in order that the motorcycle division would compare favorably with other sections of the parade. The riders co-operated in splendid shape with the result that the motorcycle division was one of the finest and most colorful in the parade. Applause was frequent throughout the entire length of the route covered, as the beautifully trimmed units of the division passed the crowds lining the streets through which the parade passed. Indian, Harley-Davidson, Ace and Henderson riders were included among those in line and were reviewed by Mayor Leonard, the city government and invited guests, in the stand in front of the Municipal group.

The outstanding feature of the parade and the winner of the first prize for the most attractively decorated machine was the "Goddess of Speed," the Indian Scout entry of H. P. Streeter. This was trimmed to represent an eagle in flight, it was pure white in color and made a very striking and beautiful appearance as it glided along. Another feature was the entry of A. R. Letendre, with a sidecar attached to two Indian solos and a trailer following. The riders were dressed in Indian costume and it was a very effective and attractive float. Clarence Williamson on his Harley-Davidson with a replica of Bunker Hill monument rising some 15 feet in the air with the base entirely enveloping his machine was a feature entry. The prize for the most comical outfit went to the Verce brothers, their effort was called "Hot Dogs" and it was exceedingly grotesque. Honorable mention is also given to the following: William Fronk, Hiram Heywood, Fred Corbin, Leon Feiler, E. Bergeon, A. Coodhee, James Griffin, A. Littlefield, T. Crinbie, B. F. Garrow, George H. Wood, A. Holmes, Louis Lambert, William Prentiss, A. Dube, Vic Brunnelle and Nick Muscare.

The division was led by George Taylor driving an Indian sidecar with Fred Toelker as passenger. Both were dressed in A. E. F. uniform with tin hats. One of the new Thompson machine guns was mounted in the sidecar and a complete radio outfit was carried with a loop aerial attached to the back of the sidecar, this outfit attracted considerable attention. Indian and Harley-Davidson alternate each year in taking care of the officials and judges in the parade. Harley-David-



Three views of the July Fourth parade at Springfield, Mass. Upper, Uncle Sam leading a motorcycle division; center, best decorated and outstanding feature of the motorcycle division was H. P. Streeter, of West Springfield, riding a sidecar outfit trimmed to represennt "Goddess of Speed," which won the new Indian Scout offered by George N. Holden Company and a silver loving cup; lower, another view of the motorcycles in line

son riders had the job this year and handled it in fine shape.

The Springfield dealers and the riders who took part in this parade are to be congratulated on the splendid showing made by the motorcycle group and the committee in charge greatly appreciated their co-operation in helping to make this affair the big success that it was.

MANY THINGS CAN HAPPEN IN A RACE

(Continued from page 18)

Ray was out to get the whole $500, but fate was against him.

Then there was Maynard Smith, who got fifth money, though he was flagged off the track after he had completed his 141st lap. He was still rolling when the leaders finished the race, and therefore was entitled to his prize money, though he was so far behind them that he could not have finished the distance before dark. He was thought to be out of the race early in the afternoon. In fact, he was off the track for nearly half an hour and had no idea of starting again when Walt Whiting, who was running the Harley-Davidson pits, woke up to the fact that so many of the riders had dropped out that Smith had a chance for the money if he would get back in the race and keep rolling until the race was over. So that's what he did.

As for Speck Warner, who has come to look upon fourth place as his by right of squatter sovereignty, he just kept going round and round and managed to reel off 181 laps before Referee W. J. Ash decided the crowd had been given its money's worth and flagged Smith and Warner, who were the only two left in the race and were having a nice little social tour taking in the scenery around the track, off.

So you see it is not always to the swift that the money goes. In a long race many things can happen. It is never over until its done. John Seymour and Jim Davis will quite agree with this sentiment. They started out to follow Weishaar's rapid pace, playing around in second and third place for the first 25 or 30 miles, but it was too hot to continue on the rough track and they were soon out of the race entirely. Even Wells Bennett, who managed to get up into second place for a couple of laps early in the day, decided that it was going to take more than speed to win the race. So he eased down and got set for a long ride. As a matter of fact he covered more distance than Smith, who got fifth money, being in his 155th lap when he went out with a broken cylinder. This happened only a few minutes before the flag called the race to a halt, and if Bennett could have kept going ten minutes longer he would have been in the money and Smith would have been in sixth place, but also in the money, as there were six prizes up. The promoters saved sixth money, there being no one rolling to claim it.

My opinion after watching this race is that the participation of factory teams under the conditions as they were in 1921 is not necessary to the successful promotion of a race meet, in so far as the spectators, riders or promoters are concerned.

Second prize winner in the Springfield, Mass., July 4, parade. Chief of Police Letendre and his solo and sidecar outfit with "Indians"

On the other hand, there will be few new long distance records made without organized factory support and supervision of races. The absence of factory control is favorable to the development of new racing talent. We had it demonstrated several times in 1921 that outsiders need not apply at any of the big national championship race meets. The factories didn't want to bother with giving pit service and other assistance to independent riders astride their machines, and the members of the factory teams resented the intrusion of "upstarts" who tried to "horn" into the game.

Everything considered, it may well be that the factories in their refusal to longer support racing teams have, instead of lessening racing activity and interest, given it renewed interest and impetus.

One thing that the promoters of the Wichita race learned and which it might be well to pass on to other promoters of future important championship events, was that the riders when left to themselves are very slow to send in their entries. As a matter of fact the Wichita promoters did not know until the night before the race who or how many starters there would be.

This is wrong. Promoters who put on legitimate races are entitled to better treatment at the hands of the riders. It is my suggestion that whoever plans to promote an important national championship at any future time, fix a date for closing at least twenty days before the event and stick to it. A thirty-day limit might be even better. Then the promoter should make a clean cut announcement of just what the prize money would be, and all other conditions surrounding the race, and make it very clear that the riders could take it or leave it, even to going so far as to say that if there were not sufficient entries on the closing date to make it a good race none at all would be held. I don't think there will be any lack of entries for any really worth while event if such conditions are laid down, and the promoters make it clear that they mean business.

NEW REGULATIONS IN N. Y.

BY August 1 every resident of New York City who operates a motor vehicle of any kind or drives a horse drawn vehicle in the City of New York must provide himself or herself with a police card bearing his or her photograph, description and signature. The new ordinance is intended to make the identification of drivers easier and to facilitate the recording of any offences that they may commit, was passed by the Board of Alderman on May 23 and approved by Mayor Hylan on May 31. The ordinance follows:

An Ordinance to Amend Article 3 of Chapter 24 of the Code of Ordinances Regulating Traffic.

Be it Ordained, by the Board of Aldermen of The City of New York, as follows:

Section 1, Article 3 of chapter 24 of the Code of Ordinances is hereby amended by inserting after section 42 thereof an additional section to be known as section 42a, to read as follows: Sec. 42a.—Traffic warning cards.

A person who drives any horse-drawn vehicle or who operates any motor vehicle upon any street, parkway, park drive, park street or bridge shall procure and must carry in his physical possession a card to be known as a traffic warning card to be issued to him by the police commissioner. Each applicant for such card must file two recent photographs of himself of a suitable size to be so attached to the card as to be irremovable without detection. Upon the said card at the time of its issuance shall be arranged five blank spaces and shall be recorded a description of the applicant as to number of operator's or chauffeur's license, if any, residence, employment, sex, age, height, weight, color, color of hair and eyes, and any other distinguishing features, together with the signature of the applicant. A duplicate of such card shall be filed with the police commissioner. Such driver or operator shall upon demand of any police officer exhibit his card for inspection. If the said card becomes lost or defaced, it shall be the duty of the holder to obtain a duplicate thereof.

Upon a violation of subdivision 8, 11, 12, 14, 15, 16 or 18 of section 11 or of sections 12, 16, 35, 36, 37, 37a, 39 or 40a of this chapter, and none others, the officer must note upon such card in the space provided for such purpose the date, place and nature of such offense, together with his shield number, and this notation may in the discretion of the officer and with the consent of the offender be in lieu of an arrest or an issuance of summons except where there has been substantial injury to person or property or the same has been narrowly averted. The contents of said notation shall be immediately reported by the officer to the police commissioner and by him to the traffic courts where a record shall be kept of the same, which shall constitute prima facie evidence of such violation. After the making of such a notation upon each of the five spaces, the officer shall arrest or issue a summons to the offender for the next succeeding offense.

Upon the conviction of a person holding a card thus filled, such person may, in the discretion of the magistrate, be permitted to surrender the same and to procure another in its place.

This section shall not apply to non-residents of the city but any such non-resident may at his option procure such a card and thereby become subject to the provisions of this section.

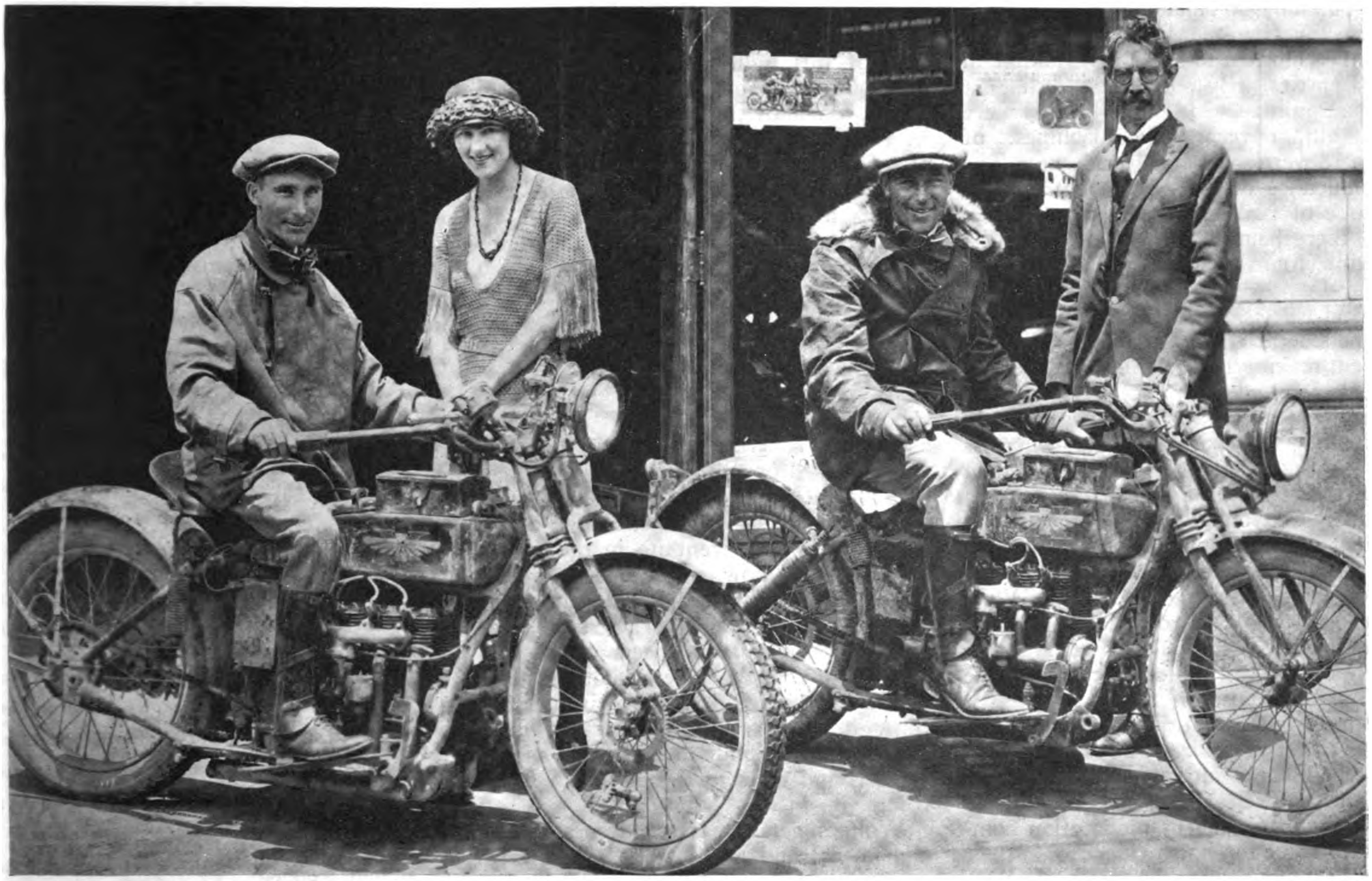
Sec. 2. The table of section headings of article 3 of chapter 24 of the Code of Ordinances is hereby amended by inserting in its proper place the following line:

42a. Traffic warnings cards.

Sec. 3. This ordinance shall take effect sixty days after approval by the mayor.

INDIAN WINS IN DENMARK

W. G. McCann, Export Manager, Hendee Mfg. Co., reports the following cable from Bendixen & Linhard, Indian Distributors, Copenhagen, Denmark: "Indian on Fane Beach smashed record. Time, one kilometer (.621 miles) 25.66 seconds; 140.75 kilometers (87.4 miles) per hour.



The perfect pair in the Southern Pacific Sectional Championship Endurance Run and their mounts. Left to right, Fred Ludlow, Mrs. Ludlow, August Wolter and A. B. Marks

Ludlow *and* Wolter Only Perfects

Henderson Riders Finish Los Angeles Sectional Endurance Run With 1,000 Points—Harley-Davidson Wins in Sidecar Class

FOLLOWING close on the heels of Wells Bennett's 24-hour record-breaking demonstration of speed and stamina at Tacoma a month ago, the DeLuxe Henderson again commanded the undivided attention of the Coast motorcycle world by capturing the only two perfect scores recorded in the super-endurance run of the Los Angeles Motorcycle Club July 2-3. Like Bennett's feat, this also was a 24-hour test, but totally different in that it encompassed 460 miles of desert, mountain roads and some boulevards, and on the whole, was the wickedest course that possibly could have been selected for such a contest in Southern California.

Fred Ludlow, he of Harley-Davidson racing fame, and August Wolter, one of the best road riders of the Southland were the four-cylinder stars, who brought the twin-two's to the topmost fame ever attained by any machine in what is conceded to have been the last word in machine and rider wrecking road contests in the history of the sport in California.

Their performance was uncannily good. They didn't have a puncture, they didn't touch a plug. As far as can be learned, the only things they did was to take up chain slack and snap their rear stand clips. Inspection of the machines, now on exhibition at the Los Angeles Henderson agency seems to bear this out.

If ever an endurance run taught the wisdom of preparedness, this one did. There was plenty of advance warning that it was an "impossible" run, yet Ludlow and Wolter, seasoned riders though they are, were among the very few to prospect the course and find what they were up against. Not only did they look over the lay of the land, but their machines were right in the full sense of the word. Allan Monks and the Henderson shop crew saw to that at the cost of sleepless nights and indomitable effort.

In themselves, Ludlow and Wolter are a first-class rider combination. With a DeLuxe and a K, both in the pink of condition and staying that way despite all the punishment given them, and it was a plenty, the reason why these two entries perfect scored is self-evident.

The foregoing accounts for all of the solo contenders and now we come to the sidecar chronology. Here again there are two to talk about, and only two. Rich Budelier and Gerald Page in a Harley-Davidson sidecar lost 15 points through pestiferous little delays for this and that; just enough to smudge an otherwise thousand point performance, despite some herculean driving to try and duck that impending penalization. But they couldn't quite escape it entirely.

H. V. Smith and Wm. Metzinger, recently of Denver, came through with another Harley-Davidson sidecar rig, but were heavily assessed on the score sheet. They lost 2 hours, 9 minutes, which represents a tax of 129 points, leaving their final net at 871. Thus, of the 33 starters we have only four survivors, two solos and two sidecars, and but half of those perfect. The contest which started out as an endurance run came very nearly ending as a total elimination event.

In obtaining a sanction for a sectional contest carrying the 1922 South Pacific title, the club had to scare up a minimum of 30 entries. By some tall hustling at the last minute, 33 entry blanks were filled out, covering 23 machines, of which 13 were solos and 10 sidecars. The predominance of Henderson entries was a source of real surprise to many at the start, there being no less than 11 of the Schwinn fours sent away. Next came Harley-Davidson with five; Indian with five, and Excelsior with two. In the case of nine sidecar entries, the passenger also entered, making him eligible to drive and compete for a medal.

Careless preparation brought early elimination to several. It was surprising how much light trouble developed in the first stages to Saugus and through Bouquet Canyon. Another mystifying incident was the unusually large number who seemed to lose the course in getting out of town or soon thereafter. While there is a network of roads leading North from the city, the official course was clearly outlined in the route card and the roads are well posted.

Many of the entrants never had a chance to get very far. The unreasonably fast schedule precluded that. The schedule, the nature of the course and the handicaps of inefficient preparation combined to force top notch riders to do their very best to come through. It also knocked out a few who are accredited to be very good roadsters so what chance did the average boulevardier and tenderfoot have.

Of the 33 starters, there were only 3 perfect at Barstow, 179 miles from the start. That shows how quick the eliminating began. The lucky three were Ludlow, Wolter and Sullivan. The latter had a perfectly thrilling spill in Boquet Canyon which gave him a torn knee and a badly puffed eye. Yet he was game and still perfect at Barstow. Coming in and going out from Box S Ranch, the course doubled for about a half mile. Sullivan spilled again here and when the Henderson pair were leaving they saw him in a ditch with his machine close by.

It was hot out on the desert, something like 115 degrees. It was so hot that the air bottles on the Hendersons exploded from expansion, and gave Ludlow and Wolter a bad scare. They thought their tires had gone to glory.

The two Hendersons carried 3½ high gears and 6½ low, the highest of any machines competing. Maybe this had something to do with their running so cool, for they were turning up 70 and better whenever the going permitted, yet the r. p. m.'s were not excessively high. On the boulevard and choppy going the solos ran away from the sidecars. In the deep sand the sidecars ran rings around the solos.

Bennett proved that the aluminum alloy piston will stand up for long distance track work. Now Ludlow and Wolter have certified it for long distance road driving. Many riders are still very skeptical of this lightweight stuff, for road work, but the two Hendersons put a final O. K. on alloy for stock jobs. There never was a sign of seizing and the motors always had a hard punch.

The L. A. M. C. has been noted for staging insane endurance runs, but this one was the most tortuous in the club's history which is saying a lot. Those who lived through it as well as those who didn't, are agreed on that point.

Out on the dry lake beyond Mojave, en route to Barstow, Ludlow and Wolter nearly met their Waterloo. They were shooting along over a six-mile dirt floor as hard as concrete, at 70 miles an hour when they dropped into a ditch 15 feet long and two feet deep, which loomed up so suddenly there was no chance to dodge or stop. Wolter went up in the air 15 feet and came down right side up with a terrific slam, and Ludlow did the same thing a minute later. The stand clips were snapped and the speedometer gears unmeshed and the riders thought their spinal column had been driven clean through them. The Hendersons must have been well built to withstand such a racking and then go through with flying colors.

Wolters gets the most decorations, a club medal and an M. A. T. A. award. Ludlow gets a national medal only, not being a club member. Both medals in gold, and some merchandise prizes also.

Kay Bee got in on the glory, both Ludlow and Wolter using a pair and using them plentifully on both dark ends of the run.

It was the first official appearance of the new Steadfast generator in a big competition and it lived up to all claims. Ludlow and Wolter had plenty of light and never gave a thought to their generators.

Standard equipment was adhered to pretty closely on the Hendersons, which carried Simms magnetos, Zenith carburetors, Splitdorf plugs, Diamond chains, Steadfast generators, Prestolite batteries, Kay Bee spotlights. The tire equipment was split, Ludlow using Fisk and Goodyear, while Wolter rode Fisk and Firestone. All the rubber came through 100 per cent. The Corbin-Brown on Wolter's machine went through the run O. K.

In the police speed demonstrations and the Cotati record run last Fall, Artley introduced the Henderson super-speed set in the K motor. It brought a rush of orders and then the DeLuxe came out in alloy and rather over-shadowed the conversion job. Now the super-speed set for K motors has come to the front again where running side by side with the factory job it made an equally good showing. The super-speed set is a local product throughout, the result of experimental work by Allan B. Monks, technical expert of the Henderson agency. The contest was handled by A. F. Van Order as referee, E. A. Trabant, starter and R. E. Maydole, chairman of the contest committee for the club. Results:

CONTROLS AND SCHEDULE

	Mi.	M. P. H.
L. A. to Saugus	36	24
Saugus to Elizabeth Lake	34	24
Elizabeth Lake to Mojave	34	24
Mojave to Barstow	75	30
Barstow to Box S. Ranch	40	30
Box S. Ranch to Fawnskin	28	20
Fawnskin to San Ber'doo	41	15
San Ber'doo to Banning	32	24
Banning to Idyllwild	31	15
Idyllwild to Hemet	20	15
Hemet to Riverside	33	24
Riverside to L. A.	56	24

OFFICIAL SCORE—L. A. ENDURANCE RUN

Fred Ludlow, Henderson DeLuxe, 1,000 points.
August Wolter, Henderson K, 1,000 points.
Rich. Budelier-Gerald Page, Harley-Davidson sidecar, 985 points.
H. V. Smith-Wm. Metzinger, Harley-Davidson sidecar, 871 points.
Al. Flood, Henderson, out Barstow.
Frank Clark, Henderson, out Barstow.
E. R. Smith, Indian Scout, out Elizabeth Lake.
Richard Roe-M. C. Holley, Henderson K sidecar, out secret control.
Tennant Lee-Mrs. Lee, Henderson DeLuxe sidecar, out Saugus.
J. L. Masterson-B. Mathewson, Harley-Davidson sidecar, out Box S. Ranch.
Frank Wigert, Indian, out Saugus.
Ralph Sullivan, Indian Powerplus, out Box S. Ranch.
T. W. Schnitzlein, Henderson DeLuxe, out Box S. Ranch.
Arthur Fournier, Harley-Davidson, out Barstow.
R. E. Maydole-Mrs. Maydole, Harley-Davidson sidecar, out Saugus.
Sid Chambers, Henderson, out Elizabeth Lake.
M. L. Brundage, Henderson, out Barstow.
D. E. Graff, Indian Chief, out Barstow.
P. E. Cahoon-A. B. Monks, Henderson sidecar, out Saugus.
Wm. Church, Henderson K, out Barstow.
R. W. Donlan-Mrs. Donlan, Indian sidecar, out Saugus.
Harry Thompson-Mrs. Thompson, Excelsior sidecar, out Saugus.
C. Richardson-T. N. Claver, Excelsior sidecar, out Barstow.
Scores subject to change on receipt of Fawnskin control sheet.

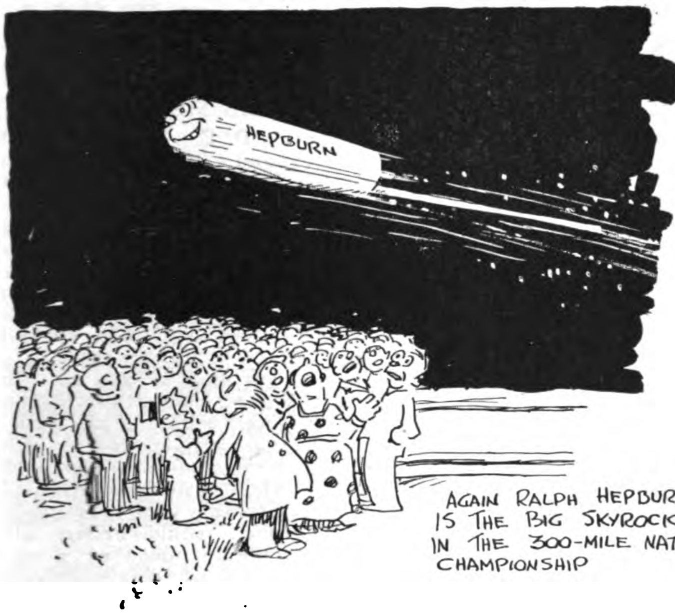
STEADFAST STANDS THE TEST

THE Steadfast Generator received a real test in the Southern Pacific Sectional Endurance Run, Los Angeles, July 2-3, which Pacific Coast fans state was the most strenuous that has been conducted in that part of the country. Ludlow and Wolter and their Hendersons fitted with a Steadfast Generator scored perfect.

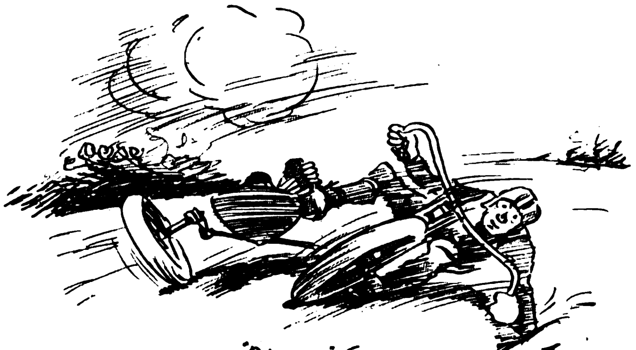
The Steadfast generator is now greatly improved and is meeting with recognized success. It has many advantages, the Harvey Machine Company, Los Angeles, the makers, claim over existing equipment, some of these are slow speed, entirely enclosed parts, cool pulleys and positive regulation for non-battery or battery charging. For battery charging it is claimed to be superior over other types because it employs voltage regulation. Voltage regulation is the last word in automobile equipment. Such regulation is far more necessary on a motorcycle where the battery is a smaller unit. When the battery is charged with a Steadfast generator it is claimed the charge is zero amperes when fully charged. In suchwise the battery is not continually burning up during a day's run.

The company has a stock of equipment and are now prepared to ship immediately.

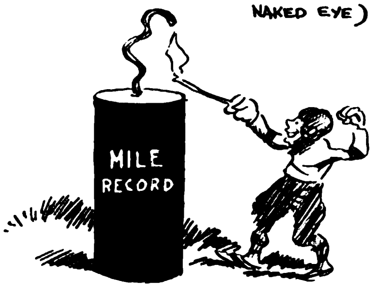
WEEKLY WHIRL of WHEELS



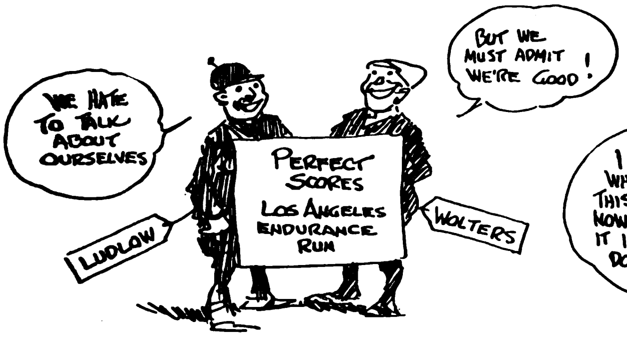
AGAIN RALPH HEPBURN IS THE BIG SKYROCKET IN THE 300-MILE NATIONAL CHAMPIONSHIP


NON-SKID ELBOW

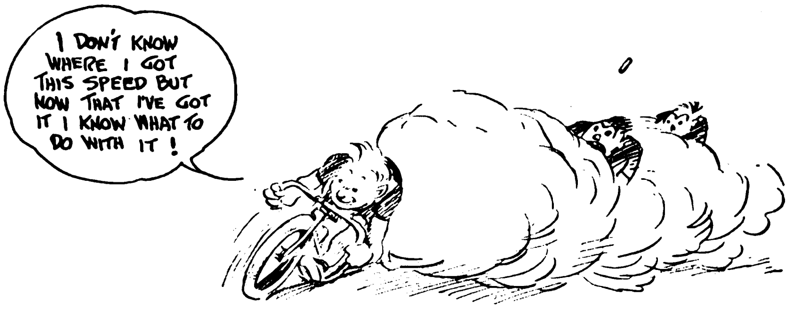
"DYNAMITE" SCOTT STARS AT SINGAC (YOUR CARTOONIST SAW THIS WITH THE NAKED EYE)


MILE RECORD

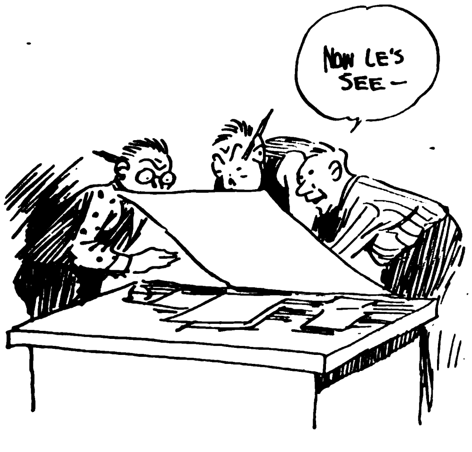
GENE WALKER SHOOTS A BIG ONE AT SINGAC


WE HATE TO TALK ABOUT OURSELVES
BUT WE MUST ADMIT WE'RE GOOD!
PERFECT SCORES LOS ANGELES ENDURANCE RUN
LUDLOW
WOLTERS

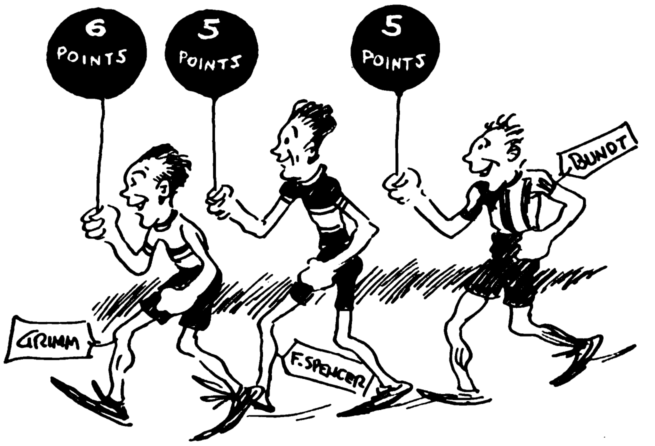
A COUPLE OF PERFECT YOUNG MEN — THEY RODE HENDERSONS AND WERE THE ONLY STARTERS WHO MADE PERFECT SCORES IN ONE OF THE HARDEST RUNS EVER HELD


I DON'T KNOW WHERE I GOT THIS SPEED BUT NOW THAT I'VE GOT IT I KNOW WHAT TO DO WITH IT!

ALF GOULLET HAS HYDROPHOBIA OR SOMETHING AND WINS THE FIVE-MILE NATIONAL CHAMPIONSHIP



A.B.L. COMMITTES ARE WORKING ON PRELIMINARIES FOR THE NATIONAL ROAD CHAMPIONSIP AT ATLANTIC CITY SEPT. 16


6 POINTS
5 POINTS
5 POINTS
GRUMM
F. SPENCER
BLINDT

RIGHT NOW THE AMATEUR BICYCLE CHAMPIONSHIP IS VERY MUCH NIP AND TUCK

With *the* Trade

CYCLE EXPORTS IN MAY

New York City—The exports of bicycles during the month of May from the Port of New York were valued at $3,147. Motorcycles during the same period were valued at $381,024, and that of parts of cycles, except tires, amounted to $177,873. By countries they were listed as follows:

Bicycles—Germany, $50; Italy, $37, Norway, $100; Spain, $38; Panama, $67; Mexico, $496; Bermuda, $40; Jamaica, $65; British West Indies, $25; Cuba, $709; Dominican Republic, $47; Argentine, $34; Brazil, $903; Colombia, $123; Venezuela, $185; Greece in Asia, $39; Japan, $33; Australia, $118; Portugese East Africa, $38. Total, $3,147.

Motorcycles—Belgium, $28,917 (103); Czechoslovakia, $4,848 (23); Denmark, $25,293 (88); Esthonia, $1,106 (4); Finland, $539 (2); France, $4,356 (15); Germany, $1,783 (6); Gibraltar, $345 (1); Greece, $276 (1); Italy, $35,293 (147); Malta, $267 (1); Netherlands, $95,461 (364); Norway, $9,468 (38); Portugal, $3,268 (12); Spain, $33,268 (126); Sweden, $12,924 (46); Switzerland, $7,139 (26); England, $29,349 (110); Guatemala, $590 (2); Mexico, $330 (2); Trinidad, $765 (3); British West Indies, $246 (1); Dutch West Indies, $304 (1); Colombia, $150 (1); Peru, $260 (1); British India, $102 (1); China, $4,475 (13); Far East Republic, $184 (1); Hong Kong, $851 (3); Australia, $46,221 (156); New Zealand, $4.227 (14); British South Africa, $16,004 (61); Portugese East Africa, $8,353. Total, $381,024. Number, 1,422.

Cycle Parts, except tires—Belgium, $5,641; Czechoslovakia, $390; Denmark, $9,332; Denmark, $9,332; Esthonia, $86; Finland, $822; France, $6,008; Gibraltar, $156; Greece, $91; Italy, $2,398; Malta, $44; Netherlands, $6,387; Norway, $4,031; Portugal, $828; Spain, $20,406; Switzerland, $530; England, $9,395; Guatemala, $179; Panama, $85; Mexico, $305; Newfoundland, $45; Bermuda, $359; Trinidad, $130; British West Indies, $85; Cuba, $4,262; Dominican Republic, $796; Dutch West Indies, $20; Argentine, $3,070; Colombia, $2; British Guiana, $33; Peru $72; Uruguay, $49; Venezuela, $31; British India, $6,019; China, $1,500; Java, $2,535; Hong Kong, $173; Japan, $60,047; Philippine Islands, $417; Australia, $15,497; New Zealand, $1,835; British South Africa, $3,787; Morocco, $1,116; Portugese East Africa, $1,395. Total, $177,873.

VISITORS AT HENDEE PLANT

Springfield, Mass.—Mr. and Mrs. J. Bourgeois and mother-in-law Mrs. Blair, and H. Bourgeois, all from Montreal, recently visited the Hendee plant. Mr. J. Bourgeois, an earnest Indian enthusiast, stated that the party came through to Springfield with the express purpose of visiting the largest motorcycle manufactory in the world. They traveled with a Chief and Princess and a Standard Solo.

Oric Steele, the Indian record breaker, sent nine of his friends: Geo. Hardel, Jake Pfizennie, Eddie Reid, Geo. Stein, Bill Ner, Bill Kerr, John and Jim Sisco and Lewis Armstrong, to the Hendee plant for a visit. The riders left Paterson, N. J., Friday night and arrived in Springfield at 10 a. m. Saturday morning. After being shown through the factory they were given dinner, smokes, etc. The riders left for Paterson at 12:30 p. m.

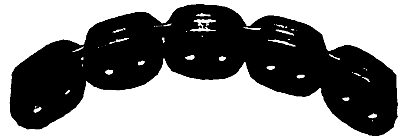
A. S. Oliver and C. T. Heely, Ottawa, Ont., stopped to visit the plant while on a two weeks' tour of New England States.

Oliver Clark, member of the advertising firm of Samson, Clark & Co., Ltd., of London, was a visitor at the Wigwam last week. Mr. Clark was in this country ostensibly to attend the advertising men's convention in Milwaukee. As secretary of one of the largest motorcycle clubs in London, Mr. Clark is well known there in the motorcycle field and he took advantage of the opportunity while in this country of meeting some of the leading lights in the cycle fraternity of the United States, both in the middle west and the east. Just before leaving England for his visit to the United States Mr. Clark participated in the London-Edinburgh run and he also attended the Junior T. T. Races on the Isle of Man and it was real refreshing to get first hand information concerning these interesting events from one who had actually participated and looked on. Mr. Clark has an engaging personality and his visit to the Wigwam was thoroughly enjoyed by all here who had the good fortune to meet him. Mr. Clark sailed for home on the Aquitania on July 4th.

NEW MESINGER LINK BELT

New York—The new Mesinger Special "V" Patented Link Belt as used by the Rolls-Royce Company on their generator will be made by Mesinger Mfg. Co., for generators on motorcycles.

This belt is fully guaranteed for one season of hard use. The belt is ⅝ of an inch thick, and must fit to the pulley. As that size is mostly used on motorcycle generators, the belt will be very easily attached to the pulley with the assistance of a screw driver.



New Mesinger Link Belt

This belt will run quiet and absolutely noiseless and on account of the very short links, will operate without friction and maintain in good shape, and outlast many of the old style generator belts.

TRADE WELL REPRESENTED

Toronto, Ont.—The cycle trade was well represented at the International convention of Kiwanis, which was held in Toronto. Among those who were noted on the floor for the big convention ball were J. W. Gibson, general manager, and B. B. Halladay, sales manager of the Canada Cycle & Motor Company, Percy A. McBride, Walter Andrews, two of the prominent local bicycle and motorcycle dealers; Arnold O'Donnell, the well-known local racer, J. R. Dixon, bicycle dealer of Hamilton; W. M. Gladish, of Ottawa; George Braden, of Toronto, sales manager of a company manufacturing bicycle parts, and others.

Walter Andrews staged a series of twilight motorcycle races at Exhibition Park on the Wednesday evening of the convention and a crowd of 25,000 people witnessed the events. There were two five-mile professional races, both of which were won by W. H. Butler, riding a Thor, second place being taken by Moffat, of Galt, on a Harley-Davidson. In the first race, Moffatt rode the last half-mile on the rim, the front tire having been ripped off on the turn. Moffatt electrified the crowd by this finish. Roy Thompson, on a Harley-Davidson, was third in the first clash, while in the second Bill Eardley rolled home for show money.

There were eight starters in the five-mile sidecar feature. Colville and McColl, riding Harley-Davidson machines, battled it out all the way until Colville won out by a bare five yards. Jim Minton, Harley-Davidson, was third.

TRAVELING MEN TO BENEFIT

Washington, D. C. Traveling men in the motorcycle and bicycle industries will benefit by the terms of a bill which has just been passed by both House of Congresses requiring the railroads, under the supervision of the Interstate Commerce Commission, to issue interchangeable mileage or scrip coupon tickets. The measure provides that the denomination of such tickets and the rates of fare shall be fixed by the Commission.

The traveling men of the country have for several years been endeavoring to secure legislation which will give them a mileage book good on any railroad. Efforts to secure lower rates of fare through action of the Intrstate Commerce Commission have failed and Congress was asked to enact legislation which would bring about the issuance of mileage books at a rate lower than that charged for single trip tickets.

The bill as originally introduced called for the issuance of mileage books only, but the House included coupon tickets in order that the Commission might select whichever form of transportation it found best suited to conditions on the railroads. It was pointed out when the bill was under consideration that mileage calls for transportation over a specified distance regardless of the rate of fare charged, while a coupon ticket calls for transportation of a certain value, the distance varying according to the rate of fare charged by the railroads. The commission will determine which form of ticket will be adopted and the rate at which such ticket shall be sold after due consideration of the conditions on the various railroads.

The bill also provides that such mileage or coupon tickets shall be valid for intrastate as well as interstate transportation. It is declared by certain Senators that the measure as finally passed contains provisions that are unconstitutional, in which event it is probable that the railroads will bring it before the courts immediately upon the issuance of the Interstate Commerce Commission of orders requiring the adoption of mileage or coupon tickets.

MOTORCYCLE ON STAMP

Washington—To bring the special delivery stamp up to date a new issue is to be put out which will depict a boy on a motorcycle instead of a bicycle. The new stamp will be printed in a lighter blue than the present stamp. Within a simple border is pictured a Colonial house at which the boy is delivering a letter.

Sale of the new stamp to collectors will begin at the Philatelic Stamp Agency of the Post Office Department here Wednesday, and to the public at the city Post Office on the same day. General sale in outside offices will probably not begin until the present issue is exhausted.

ARMSTRONG IN FRISCO

San Francisco, Cal. E. W. Armstrong, factory Service man for the Hendee Manufacturing Co. is in San Francisco, making his headquarters with the Pacific Motor Supply Co. Mr. Armstrong's periodical visit is looked forward to by dealers all over the country, for he shows the Indian agents how to take care of their service work.

Upper, present Firestone Steel Rim Plant; lower, new Firestone Rim Plant.

Firestone Company Growing Rapidly

"FOR SALE!"

A sign with these two words will be seen hanging outside the brick building, the original home of the Firestone Tire & Rubber Company, in a few days.

The structure, on Miller and Sweitzer avenues, was thought at the time it was erected, in 1904, to be large enough to house the offices and factory equipment of the company for many years, but in less than a decade—seven years, to be exact—the business of the company had grown by such leaps and bounds that quarters of far greater magnitude had to be provided, and removal was made to what is known as Plant One. Later Plant Two, farther to the south, was built, so today Firestone tires are manufactured in factories having floor space of approximately 100 acres.

The Firestone Rim Division, as it was known in the earlier days, occupied only a small portion of the old plant on Miller and Sweitzer avenues, but was crowded for space and welcomed the removal of the tire manufacturing equipment, thus permitting the entire building to be devoted exclusively to the making of steel rims.

However, as succeeding years were marked by the great expansion of the tire industry, there also came a rapidly increasing demand for rims and truck tire bases. Several smaller buildings were erected, including a one-story wheel plant containing 16,000 square feet of floor space, but the production of rims demanded more extensive quarters.

Despite the four floors of the main building, each with 24,300 feet of space; a basement with 13,000 feet, and a one-half basement, together with smaller buildings, the Firestone Steel Products Company had to provide additional buildings or construct a new plant altogether.

The latter idea was agreed upon and a new rim factory was built on a site south of Plant Two. The structure is a single story brick and steel building, more than one-sixth of a mile long and 250 feet wide, and this, with a two-story office building, connecting with the shops, gives the new steel plant about five acres of floor space.

The Firestone railroad system connects the new rim plant with the tire factories.

Every modern method devised for the welfare of employes while at work has been installed in the plant.

The production capacity of the plant will be 20,000 rims and 4,000 solid truck tire bases daily, enabling the Firestone Steel Products to keep pace with the demand.

Occupancy of the new building at this time is evidence of the gradual return to normalcy of the automotive industry.

Probably the finest publicity opportunity of a

SPECIAL RA

ISSUE OF

In honor of the First National Rally of the Motorcycle an

¶ Not in a decade has there been such spontaneous, heartfelt and enthusiastic interest as is shown in the forthcoming Rally.

¶ Riders, several thousand strong, will be there—a sight to inspire each of us in the liveness and future of the motorcycle industry.

¶ Dealers, jobbers and manufacturers will be there in great numbers.

¶ The overwhelming interest in the Rally makes it unquestioned that to manufacturer and jobber this is the first gun in the campaign for 1923.

¶ Use big, dominant space in our Special Rally Number. Let them hear you. Make a noise like a cannon, not a pop gun.

ade is offered through the use of space in our

LY NUMBER

Y 27, 1922

ed Trades Association, Rochester, N. Y., July 31 to Aug. 3

¶ Previous special issues of MOTORCYCLE and BICYCLE ILLUSTRATED have been pronounced the finest ever seen in the trade.

¶ The Rally Number will live up to our past "specials," and, we hope, go them one better. The rider will be told about routes and given reliable data on motorcycling touring and vacationing generally—in all an issue not only of present value, but one that will be kept and consulted as a reference manual.

¶ Copies will be liberally distributed at Rochester, and, of course, will go to all our regular subscribers by mail, as usual. Despite this greater circulation the rates will not be increased. Advertisers who hold contracts may schedule increased space at the pro rata rate on their contracts. Advertisers who do not hold contracts will be charged the regular one time rates for space as follows: 2 Pages, $190; 1 Page, $95; 1-2 Page, $55; 1-4 Page, $38.

While this issue is a Special Number in honor of the Motorcycle Rally, and, for that reason the editorial pages will emphasize motorcycle matters, bicycle activities will not be neglected. Moreover, the circulation will include all of our regular subscribers, and copies will be distributed to dealers and riders at the rally in Rochester.

In a word, the circulation of this number will include every bicycle dealer and every motorcycle dealer subscriber, as well as dealers in attendance at Rochester whether regular subscribers or not. You, of course, know that almost evey motorcycle dealer also handles bicycles.

This issue, therefore, at regular advertising rates offers greater value through increased circulation, and, as a matter of good business, it would pay you to be represented in it with an effective announcement.

¶ Advertising copy and cuts must be in our hands by July 22, at the latest and sooner if proof is to be submitted for approval before publication.

¶ If your reservation is not in, please let us have it at once to assure maximum attention. Thank you!

Motorcycle & Bicycle Illustrated
920 Broadway, New York
America's Greatest Cycling Magazine

IT PAYS TO ADVERTISE—

in Motorcycle & Bicycle Illustrated

HARLEM CENTRAL MOTORCYCLE COMPANY
1815 Park Avenue
New York

July 11th, 1922.

Motorcycle and Bicycle Illustrated,
920 Broadway,
New York City.

Gentlemen:

We wish to congratulate you upon the results we have received from the advertising in your publication. Same were enormous, and far beyond our expectations.

We also have done some advertising in one of the western motorcycle papers. I was surprised to find after you had run three ads for me and the western paper had also run three ads (although your ads were larger in size) that I received ninety-nine replies and orders all told, of which ninety percent were from jobbers and dealers, the others from private riders.

Those that mentioned Motorcycle and Bicycle Illustrated where they saw the ad numbered thirty-three. Those that saw the ad in the other paper amounted to nine. There were many more who didn't specially mention any paper. Of these forty-seven were in the eastern part of the country, and ten in the western part of the country.

We have made a success of our COMFO RIDING BELT and we attribute same to your valuable paper. We feel that you ought to know our results for our mutual benefit.

Yours very truly,
HARLEM CENTRAL MOTORCYCLE CO.

Note

That the direct mention of Motorcycle and Bicycle Illustrated was nearly four times the direct mention of the other paper.

That of the remaining answers, there were more than four times as many from the East as from the West. In the East the circulation of Motorcycle and Bicycle Illustrated is measurably larger than any other cycling paper. The circulation of Motorcycle and Bicycle Illustrated for all America is larger than any other cycling paper published, but its advertising rate is either the same or lower.

Why *the* Surprise?

By W. H. Parsons

OUR correspondent who reported the recent Pennsylvania championship endurance run from Reading to Pittsburgh and return, over mountains, and through mud and storm, put considerable stress upon the surprise of the heavy and middleweight riders at the showing made by the only lightweight in the contest. That the rider of this machine was able to cover the course, finish within the time limit and get through without serious difficulty seemed to the other contestants almost a miracle.

And yet why should it? Oldtimers can remember back when single cylinder, single speed, clutchless, belt drive, motorcycles performed equal "miracles" and it was looked upon as a matter of course. The riders of those days were just as good but no better than those of today. They knew nothing of multiple speeds, clutches, electric lights, generators, and a lot of other things that the riders of today are blessed with. Neither did they have to wrestle with a machine twice their own weight when hey hit a rutty road, a stretch of slippery clay or six inches of sand. They didn't have from fifteen to twenty horsepower in the "good old days." Seven was the limit and 3 1/2, 4 and 5 more common. They didn't have the speed they have today, nor the reliability, but somehow or another they got there just the same and had a heap of fun doing it.

We aren't going back to belt drives and single speeds, but isn't it about time to realize that there is a practically virgin field for the reliable, simple, moderate-priced lightweight and middleweight motorcycle?

There is always going to be a nice market for the heavy machine, especially when coupled up to a sidecar, but it is a debatable question as to whether the present heavyweight is going to be the best seller of the future. The big seller is more likely to be the moderate-priced lightweights and middleweights designed primarily for solo riding. And the more of these there are sold, the better the market for the heavyweight, for just as boys graduate from scooters to bicycles, from bicycles to motorwheels, and from motorwheels to lightweights and middleweights, always in a lessening ratio, there will always be a certain proportion of lightweight and middleweight riders who will graduate to the heavyweight and sidecar combination, and the more lightweight and middleweight riders we have the more there will be to pass on to the heavyweight.

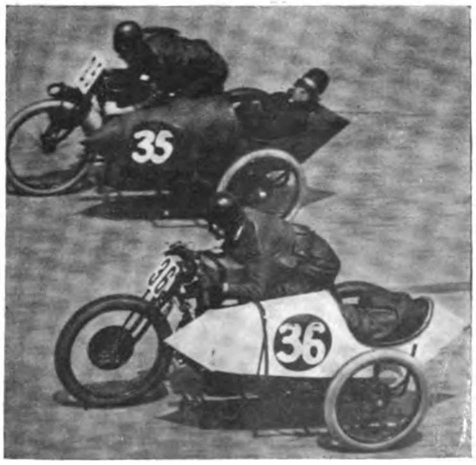
The trouble with the motorcycle industry in this country is that it has catered to only one class. This class has persistently called for something bigger and faster. They could not be content with clutches, electric light, kick starters, multiple speeds and many other improvements that came along. They wanted speed, nothing else would satisfy them, and up to the present time speed has spelled weight, and weight has spelled bulk, and all these combined have spelled two things, high cost of production for the manufacturer and fear in the minds of many prospective customers who are afraid to "take a chance" on a solo heavyweight. This in turn keeps down volume sales and keeps up production costs. Its a circle and the industry keeps going round and round in it and it is getting smaller all the time.

It will do no good to try and persuade the riders who want bulk and super power and super speed that they can get along with something less. They know what they want and they intend to have it. There is no reason why they should not.

But neither is there any good reason why they should dominate the industry. They are some time going to be in the minority. Why, then, should the industry confine itself to building motorcycles for this one class? It has been done, because this class has known what it wanted and insisted on having it and the prospective riders who might be interested in a more conservative machine, being only prospects, have made no claim for recognition at all. The dealers and the factories have not been beseiged by prospective buyers, insisting that a lighter, cheaper type of machine be made for their use and offering to buy if they could find what they wanted. The ultimate consumer who is also a new consumer doesn't act that way. He waits for the manufacturer and the retailer to come to him and convince him that the new product, with which he has had no experience, is something he needs and that it will be to his advantage to buy.

American manufacturers have made comparatively small effort to develop new classes of riders, or varying types of motorcycles. The majority of them have put their chief effort into seeing which could produce the best heavyweight, and as a result American heavyweight motorcycles are the best in the world, so far superior to those of any other country that from 35 to 50 per cent. of the heavyweight motorcycles manufactured in the United States are exported. We have captured the world's heavyweight market but we have neglected our own market for lighter machines. We have almost limited motorcycle riding in the United States to those who have the nerve and the cash to go in for the heavyweight solo or sidecar outfit, and it becomes a matter for astonished comment when a lightweight rider demonstrates that his type of machine will deliver the goods.

This is a big country. There is plenty of room for all the heavyweights our present factory facilities will turn out. Perhaps more. But there is also room and a real need for light and middle weights far exceeding the present or prospective heavyweight market, and the sooner that need is supplied the better it will be for the whole industry.



D. H. Davidson, Indian (35), passing H. LeVack (36) in 200-mile sidecar race at Brooklands

INDIAN WINS AT BROOKLANDS

THE feature of the 200-mile sidecar race in the 1,000-c.c. class was a thrilling duel between D. H. Davidson (Indian) and LeVack (Zenith J. A. P.), which was maintained throughout the race. Davidson romped home a winner, however, by half a lap. Results:

Pos.	Rider and Mount	h	m	s
1	D. H. Davidson, Indian..	3	4	20
2	H. LeVack, Zenith-J.A.P.	3	5	58
3	T. R. Allchin, Harley....	3	18	55

RECORD REGISTRATION

Massachusetts has just announced a record registration in motor vehicles. In June of 1921 there were 1,016 motorcycles registered and in 1922 the total had increased to 1,023. Two dealers registered in June of 1921 and three in 1922. For seven months in 1921 the total for motorcycles was 10,013 and in 1922 the total was 9,064. Thirty-six dealers registered in 1922 as against 51 in 1921.

M. & A. T. A. DIRECTORS MEET

There will be a meeting of the Board of Directors of the M. & A. T. A. in Rochester, N. Y., Friday, July 14. The meeting will be held at the Hotel Seneca and Rochester rally arrangements and other important matters will be taken up.

What Motorcycle Clubs *and* Riders Are Doing

RED SKINS SCALP 'EM

Columbus, S. C.—Hanie, Lancaster and Webb, Indian mounted, captured all the events on the program of the races here on July 4.

RAIN CAUSED POSTPONEMENT

Winchester, Va.—The motorcycle races scheduled to be run here on July 4 had to be postponed on account of rain. The races were run on Saturday, July 8.

A five-mile sidecar race went to T. R. Connor, Indian, who beat G. A. Little, Harley-Davidson, and J. H. Fisher, Indian. The time was 6:14. This was a very interesting race from start to finish. Little lead for nine laps of the half-mile track, with Connor passing him in a spectacular manner in the tenth and final lap. The time was the best ever made here on the half-mile track.

ARRANGE TRIP TO MILWAUKEE

Toronto, Ont.—Andrews & Morison, Ltd., Harley-Davidson distributors, 346 Yonge street, Toronto, have arranged to conduct a big trip from Toronto to Milwaukee, Wis., leaving Toronto, July 30, to provide an opportunity for Harley-Davidson fans of Ontario to inspect the factories of the Harley-Davidson Motor Company at Milwaukee.

Andrews & Morison also recently staged a picnic run to Wilcox Lake, a picturesque spot about twenty miles north of Toronto. This outing was postponed once on account of rain, but the postponement did not spoil the ultimate success of the trip.

"SPEED" IS SOME PAPER

Camden, N. J.—"Speed" is the name of the Camden Motorcycle Club's official paper. The purpose of this magazine is primarily to boost the game of motorcycling and secondly to make the Camden Motorcycle Club stronger and better than ever. The C. M. C. hopes to raise enough money through this medium to purchase a permanent home in the way of a club house for the use of the riders in this section. The magazine has already done a great deal of good for the game in this part of the country and will no doubt continue to arouse interest in this wonderful sport if it is properly supported. It is mailed every month to about one thousand riders in this immediate vicinity.

OF COURSE WE'LL SEE YOU

Corona, L. I.—Long Island is going to think all the motorcycles in the country were let loose on Sunday, July 16, when the gang starts for Commock, L. I. Every motorcycle rider knows about the big event of the season, the Queensboro M. C.'s Annual Social Run; a fine ride of 30 or 40 miles, a chance for prizes, and exhibition speed race, all kinds of motorcycle games, and a good day's fun, and all they charge is one dollar.

For the benefit of those who do not bring lunch, the refreshment committee has a fine bill of fare. If you have not been able to get an entry blank, ride out to the club Sunday morning and you will be taken care of. For the benefit of those not acquainted with location of the club house, cross Queensboro bridge, straight ahead to Northern Boulevard, turn left, and follow straight ahead about three miles until you cannot go any further because the road is blocked with motorcycles. We will all be there, so come along and enjoy yourself.

EVERYBODY SURE TO GO

Philadelphia, Pa.—Everybody's going and everybody going is sure to have a good time, so get all set and come on along.

The date—Sunday, July 16th.
The place—Hulmeville Park.
The event—Middle Atlantic Harley-Davidson field day.

It is being held under the auspices of the Middle Atlantic Harley-Davidson Dealers' Association. This section includes Trenton, Camden, Wilmington, Chester and Philadelphia, and all Harley-Davidson riders and their friends are cordially invited to attend.

And, believe me, there is going to be some crowd with all the riders from these towns getting together for one big grand picnic and day of fun and sports.

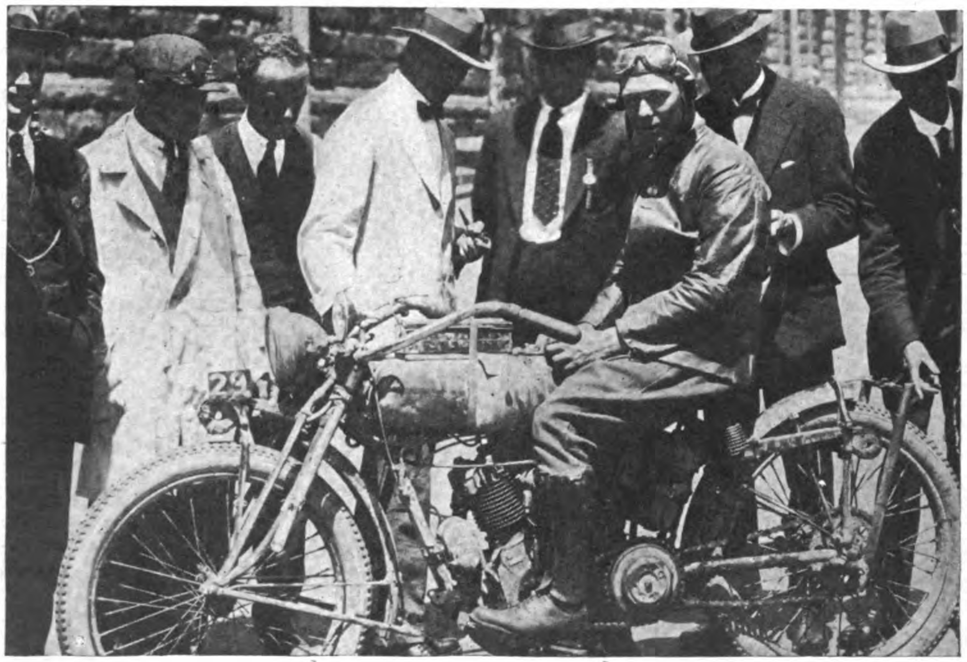
There will be something doing every minute. Solo and sidecar events. athletic contests, prizes for the best looking blonde and brunette, for the most expert lady drivers of sidecar outfits; for the neatest lady's riding suit; for neatest solo and sidecar outfit, including machine and driver. And still other fun events, but there isn't space to tell you all. Every one can have a chance at a prize.

Now, come on, let's make this the biggest event ever held in the East. If you have friends riding other makes of machines, bring them along too, and if you should talk to any Harley-Davidson rider who did not receive one of these letters tell him about it and ask him to come.

The Philadelphia riders will assemble at 9 a. m. on North Broad between Ontario and Westmoreland—just above Allegheny.

Remember the date—Sunday, July 16th. Pack a basket, and bring the wife and kiddies or your best girl. The dealers will furnish the ice cream and drinks free.

Committee: I. F. Jacobs, Trenton, N. J.; William Heckenhorn, Camden, N. J.; Charles Schnepfe, Wilmington, Del.; Thomas Quinn, Chester, Pa.; Jes Campbell, Philadelphia, Pa.



Allan Sadler, holder of the record for the Melbourne-Sydney, 567-mile road classic of New South Wales. Said record of 17 hours and 33 minutes is 12 minutes faster than the Sydney Express. For 400 miles Sadler rode in a temperature of 109 degrees. The gentleman in the center of the group of three beside Sadler's machine is Hon. Sec'y. J. Fan, of the M. & W. Cycle Club of New South Wales.

JONES A TRIPLE WINNER

South Bend, Ind.—Maldwyn Jones, Excelsior, won three events here on Sunday, July 9. The races were held at the Spring Brook Park track.

The races drew a crowd of 3,000. It was apparent that Hepburn, who had only returned from his victorious ride in the 300-mile National championship at Wichita on July 4, had not fully recovered, but he made game rides and electrified the crowd by his handling of his mount. Summaries:

Three-Mile Open—Won by Don Marks, Indian; second, Maldwyn Jones, Excelsior; third, John Seymour, Indian. Time, 3:11.

Five-Mile Private Owner—Won by Paul Szarskowski, Indian; second, B. Dailey, Indian; third, Otto Neukam, Indian. Time, 5:46 1/5.

Five-Mile Open—Won by Maldwyn Jones, Excelsior; second, Don Marks, Indian; third, John Seymour, Indian. Time, 5:28.

Five-Mile Open—Won by Maldwyn Jones, Excelsior; second, Ralph Hepburn, Indian; third, John Seymour, Indian. Time, 5:33.

Ten-Mile Open—Won by Maldwyn Jones, Excelsior; second, Don Marks, Indian; third, R. G. Oakes, Harley-Davidson. Time, 11:05 4/5.

READING M. C. SET PICNIC

Reading, Pa.—The Reading Motorcycle Club will hold their annual picnic on July 16 at Possum Hollow. This affair promises to be a monstrous event as the club invites all the out-of-town clubs to come to Reading on that date and join in helping to make this a success. To make it interesting to the out-of-town clubs to come the committee has put up a cup to the club bringing the most riders. It will be an old-time basket picnic, and the committee will have refreshments on the grounds for the riders who do not bring their own. Among the events will be a motorcycle jumping contest, and a baseball contest between the visiting clubs. All motorcycle riders are invited from the towns that do not have a club.

The competition committee announces a Three-State run of about 16 hours some time in August. The date has not been set, and all riders interested should keep in touch with the club.

SANCTIONS ISSUED

ENDURANCE RUNS

July 15—Du Bois Motorcycle Club, Du Bois, Pa., Sanction 613. (Route — Du Bois, Curwensville, Clearfield, Phillipsburg, Port Matilda, Bellfonte, Lock Haven and Du Bois.)

July 15 and 16— South Hills Motorcycle Club, Pittsburgh, Pa. Sanction 610. (Route —Pittsburgh to Baltimore, Md., and return. Go over Lincoln Highway, return over National Pike.)

July 16—Queensboro Motorcycle Club, Corona, L. I. Sanction 672.

HILL CLIMB

July 30—Vallejo Motorcycle Club, Vallejo, Cal. Sanction 673.

RACE MEETS

August 6—R. L. Clark, Milwaukee, Wis. (Includes: 10 mi. 61-inch, and 25 mi. 30-50-inch Solo, 25 mi. Sidecar National Championship.) Sanction 630.

Sept. 4—Neill & Norcross, Greeley, Colo. Sanction 652.

TIME TRIALS

July 30—Fort Wayne, Ind., Fort Wayne M. C. Sanction 688.

July 16—Richmond Motorcycle Club, Richmond, Ind. Sanction 667.

GYPSY TOURS

CALIFORNIA

Santa Ana, Cal., to Pismos Beach; 550 miles; 20 tourists. Orval Healton, tourmaster.

ILLINOIS

Chicago to Elgin (Wing Park)—80 miles. 59 tourists. Harry H. Klut, tourmaster.

PENNSYLVANIA

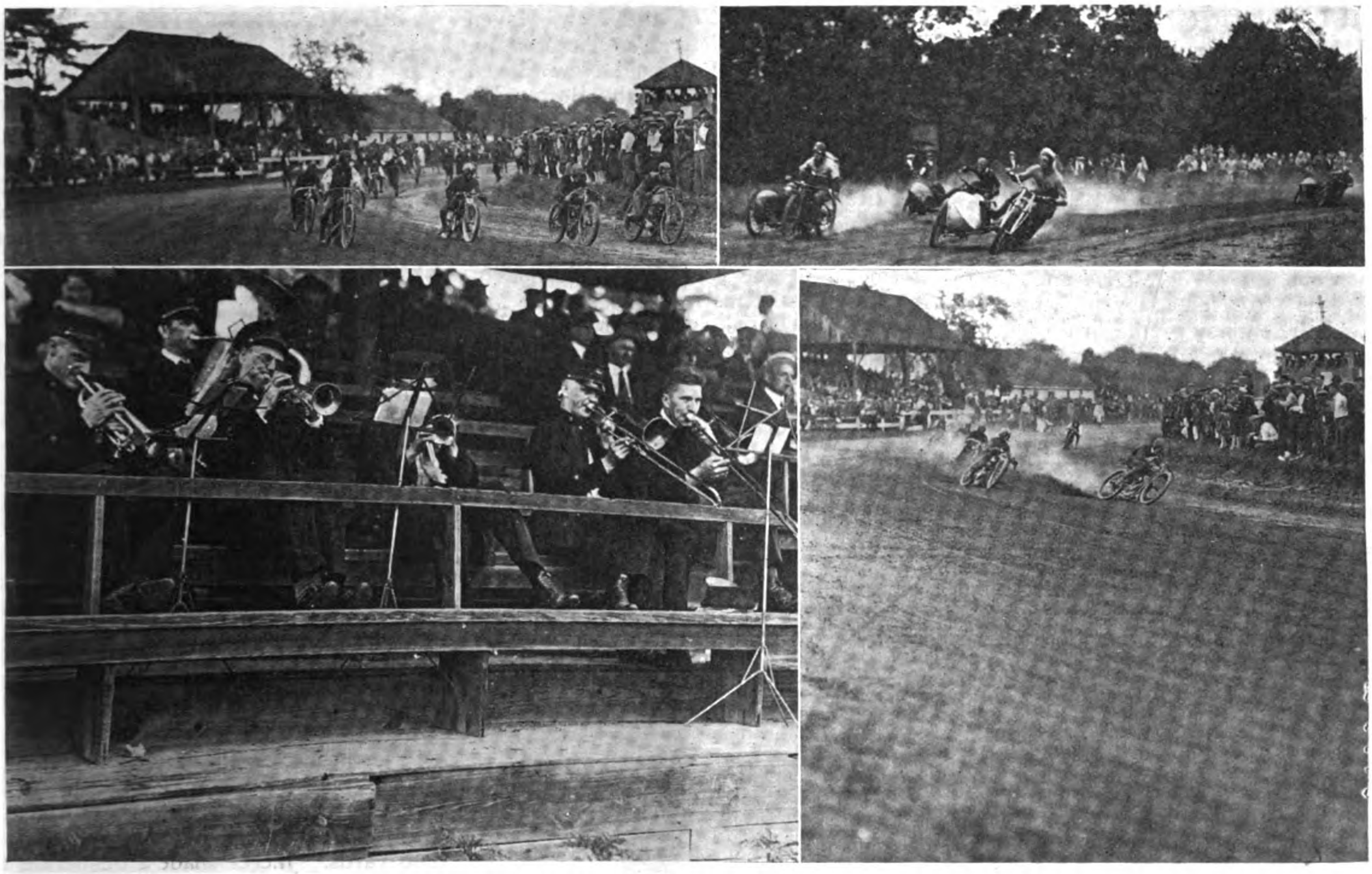
Bradford, McKean Co., Pa., to Buffalo, N. Y. —180 miles. 7 tourists. C. F. Frederick, tourmaster.

TENNESSEE

Chattanooga, Tenn., to White's Creek—140 miles. 17 tourists. M. T. Crumley, tourmaster. Big time—huge success.

NEW YORK

New York City to Easton, Pa.—200 miles. 20 tourists to Easton, 28 to Oscawana Lake, 48 in all. H. B. Kahane, tourmaster. Assistant tourmaster, B. Campione. Two tours were held by the Crotona M. C., one short distance, one long distance. Shorter trip was of 40 miles.



July 4 at Singac, N. J. Upper left, start of three-mile solo; upper right, skidding around the turns in the sidecar race; lower left, the band occupied the grand stand, John Staehle, former amateur cycle champion, may be seen at extreme right blowing a mean sliding trombone; lower right, Gene Walker, who made a new record for the mile on half-mile tracks, is leading Paul Anderson in a solo race.

GREAT THRONG AT MT. CLEMENS

MT. CLEMENS, MICH.—With a great throng gathered around the half-mile oval at Clinton View Driving Park, Sunday, July 2, Referee John E. Bice, of Edwards & Crist Co., of Detroit, sent "Uncle Duke" Don Marks on the track for a burst of speed. Don got away and came roaring down the home stretch like a comet. broadsiding the turn below and almost backing up much to the excitement of the onlookers, and won the one-mile time trial for 30:50 solos in 1:09 1-4. Mat Hauer was second in 1:12.

Jimmie Davidson won the time trial in the sidecar class with his Harley-Davidson outfit in 1:19. Squibb and his Indian-Flixi could not get shooting, and had to be satisfied to turn the mile in 1:22 on one cylinder.

The three-mile solo proved one of the cleanest and neatest races ever witnessed, as every start was standing, and all who rode agree that standing starts are the dope. In order to get "Uncle Duke" away, we attached a real live heavyweight at his rear wheel for the start, and when the "old kettle" started "percolating," he was out in front by two lengths, thanks to 430 pounds of good avoirdupois on the push end. "Uncle Duke" was never headed, but was out for a good fast joy ride. Air was clear, and he liked it for 3 min. 42 sec., with Mat Hauser, of Flint, on an Indian 4 valve, second, and Daley, of Jackson, Indian 4 valve, third.

Event 4, the three-mile sidecar, brought out three entries: Davidson, Port Huron, on a Harley; Squibb, Mt. Clemens, Indian, and Harris, Lansing, on an Indian, and there was a battle royal for two miles between Davidson and Squibb. Then the darn old Indian started missing, and Squibb contented himself with second place with Davidson about ten lengths in the lead, and Harris third. Time, 4:01.

Event 5 brought out six starts for 30:50 solos. Don Marks, Indian; Dayley, Indian; Mat Hauer, Indian; Caution, Indian; Eagen, Indian; McDonald, Indian. It looked like an Indian race, and darned if it wasn't. Marks, 1; Daley, 2; Hauer, 3, was the order. Another place where weight got the fleet little Don and his Indian out in front, and never saw dust. Time, 6:01.

Event 6 brought out Davidson, Harley; Squibb, Indian; Harris, Indian. For five miles Davidson started away in the lead, with Squibb in hot pursuit, but Squibb could not keep her hitting, and Harris passed him and finished second. Davidson, 1; Harris, 2; Squibb, 3, was the order.

Event 7 was a thriller; six starters and everyone looking for the lead, and once more the boy from Akron jumped into the lead, and after the first mile had three-quarters of a lap tucked away, and Dayley in second place, and Mat Hauer about "three-eighths of an inch" behind. "Uncle Duke" came roaring by the grandstand, and with one grand slide into the lower turn, his spark plug went "hay wire," and he came drifting into the pits. A new one was replaced, and Don was on his way in just 15 seconds, but Hauer and Dayley were in the lead by a quarter, and believe me, the grandstand and the band did shout to see this little midget from Akron nurse that "Injun" around that dirt coming out of the turns, backing up and swishing the dirt like a stick of dynamite blowing out stumps, and then things began to happen. Hauer took a flop on the upper turn, and this put Marks into second place, and only a quarter to go to be in front, and a short drive chain broke, putting him out altogether. Haven started again only to go one mile and into the fence again. Dayley finished in front, in 12:03. Eagen was second and Marks was given third.

The ten-mile sidecar race was a thriller as long as it lasted. Harris got away in front, Squibb about two lengths behind. Out of the first turn they came, wide open. Squibb's machine seemed to fly instead of run, and passed the fleeing Harris on the back stretch, only to have Harris pass him again on the turn. They went into the turn at 60 miles an hour together, when Squibb's throttle came off, and put him out of the race in the second mile. Davidson came thundering around the track at a rattling pace, and soon had Harris under control, and won in 14:12; Harris was second.

A NEW CLUB IS FORMED

San Francisco, Cal.—As the result of a meeting held at the Motorcyclery, Hanford, Cal., a motorcycle club was recently formed. The election of officers was held and the following were elected: Gilbert Humphries, president; W. P. Nail, vice-president; Loren Hackett, treasurer; Carl Donaldson, captain, and A. C. Rigg, secretary.

The Vallejo, Cal., Motorcycle Club is planning to hold a hill climbing contest at Brownlie Peak in Sky Valley during the latter part of July. The Vallejo riders are a bunch of live wires and much interest is being shown in their forthcoming climb.

WALKER MAKES TRACK MARK

Danbury, Conn.—Gene Walker, of Atlanta, Ga., riding an Indian motorcycle, failed to lower the world's record, held by himself, in a mile dash against time around the half-mile dirt track at the Danbury Fair Grounds Saturday, July 8, but succeeded in setting a new mark of 1:05 1/5 for the track.

Two thousand spectators watched the races, which were conducted by Horace P. Murphy, of Syracuse, N. Y., for the Pequot A. C., of this city. The events were scheduled originally for July 1, but had been postponed by reason of unfavorable weather.

In the ten-mile open, the longest event on the card, only two of a field of six starters finished, three riders dropping out on account of motor trouble, and Wilbur Story, of New Haven, wrecking his machine after striking the handlebars of a competing machine. Story performed a spectacular feat in throwing himself from his saddle while traveling at high speed. He remained upon his feet, his motorcycle dashing through the fence at the edge of the track. The summaries of the races follow:

One-Mile Against Time — Gene Walker, Atlanta, Ga., Indian, 1:05 1/5; Paul Anderson, Chicago, Excelsior, 1:06; Fred Nixon, New York, Indian, 1:10 2/5.

Five-Mile Sidecar, Open—Won by "Dynamite" Scott, Bath, N. Y., Indian; second, Earl Buzzell, Elmira, Excelsior; third, William Minnick, Wilmington, Del., Indian. Time, 6:08 2/5.

Five-Mile Open—Won by Walker; second, Anderson; third, Nixon. Time, 6:10 3/5.

Ten-Mile Open—Won by Anderson, Excelsior; second, Arthur Pechar, New Haven, Indian. Time, 11:45 3/5.

Three-Mile Open—Won by Anderson, Excelsior; second, Nixon; third, Pechar. Time, 2:53 1/5.

LEFT SHOPS WITHOUT HELP

San Francisco, Cal.—The Inter-State run to Reno and back over July 4th left some of the San Francisco motorcycle stores very short handed. It was one of the most popular runs ever staged.

WILLIAM H. ("BILLY") HALE

THE many friends of Willie H. Hale, advertising manager of Baker, Murray & Imbrie Co., will regret to hear of his sudden death at his home in New Canaan, Conn.

"Billy" Hale, as everybody knew him, was a native of New England, where he was born about 65 years ago. He attended the Cheshire Military Academy and went to Worcester, and from Worcester to New Haven, where he entered the employ of the firm of O. A. Dorman, printers and lithographers, as an expert type-setter. From Dorman's he went with the Norwich Bulletin as night editor, and remained with that paper several years.

He came back to New Haven and went into business with E. C. Bennett in the bicycle business, the firm being Bennett and Hale. He was engaged in the bicycle business for several years and then took the agency for the Hammond typewriter in New Haven, later going with the Hammond Typewriter Company as advertising manager. From the Hammond company he entered the employ of the Frank Presbrey Company handling advertising, when that firm was downtown. When the Presbrey company moved to Fourth Ave. Mr. Hale went with them and was editor of the "Ocean Going Bulletin" and he occupied that position up until the war broke out.

Baker, Murray & Imbrie had lost their advertising manager through the war, he having enlisted, and Mr. Hale took that position and held it until his death.

Mr. Hale was one of the earliest cyclists in this country and about 1918 held the position of president of the League of American Wheelmen, being followed by Messrs. Belden, Whitney and William Frisbie, the present president. He also was at one time captain of the New Haven Bicycle Club and of the New Haven Bicycle Club Veteran's Association, which grew out of the old New Haven organization. He joined the Boston Bicycle Club, one of the few remaining clubs of the earlier period, formed back in 1878, in 1911 along with Mr. Frisbie, his lifelong friend, and he was also secretary and treasurer of the N. Y. L. A. W. Association, an organization formed by members of the New York Division of the League of American Wheelmen. Mr. Hale also held the position of secretary to the Senior Golf Club Association for three or four years. Interment was in New Canaan.

Mr. Hale was well known in the cycling field and his passing is regretted by all who knew him.

MOUNT BEACON HILL CLIMB

LED by Orie Steele an intrepid band of Indian warriors invaded Beacon-on-the-Hudson on July 9. They massacred all opposition on the slope of Mt. Beacon, taking scalps 1-2-3 in 10 out of 13 places. The results:

37 CUBIC INCH EXPERT

First, Steele, Indian, 18 126/400 Sec.; second, Morrison, Indian; third, Buck, Indian.

61 CUBIC INCH NOVICE

First, Opar, Indian, 18 026/400 Sec.; second, Sideman.

61 CUBIC INCH EXPERT

First, Steele, Indian, 12 005/400 Sec.; second, Morrison, Indian; third, Welton, Indian.

80 CUBIC INCH OPEN

First, Steele, Indian, 12 248/400 Sec. (61-in. motor); second, Morrison, Indian (61-in. motor); third, Ross, Indian; fourth, Pink, Reading Standard; fifth, Depollier, Indian; sixth, Bernasconi, Indian.

Orie Steele broke all existing hill records.

GRAND PRIZE AT STRASBURG

The French Grand Prize Motorcycle Race will be held at Strasburg, July 12. The Belgian Prize is scheduled for July 23.

Last summer the New Haven Bicycle Club Veterans' Association met for the annual dinner. The late William H. ("Billy") Hale (in foreground) sat at the head of the table

PIANI WINS THIS MATCH

THE feature on the program at the Newark Velodrome on Sunday, July 9, was a match race between Frank L. Kramer, the champion; Arthur Spencer, now of Newark, and Orlando Piani, the Italian. The latter won the second and third heats and the match after Kramer had won the first heat with Spencer second.

A considerable display of tactics was on exhibition in the race with Artie Spencer doing most of the displaying. Spencer jumped away to tire Kramer and Piani, mostly the latter, but about all Art did was to tire himself and he had to be content with "thud money."

A novelty was added to the program and while it was enjoyed by the crowd the riders did not relish it very much. The new race was a pursuit race with qualifying heats at two miles at pursuit style. In the first heat Cecil Walker outrode all the others. Charley Jaeger surprised everyone—including himself—by winning the second. Alfred Grenda took the third; Alfred Goullet, the fourth; Reggie McNamara, the fifth, and Aleck McBeath, the sixth. In the final McBeath was at the tape with McNamara at 49 yards; Walker, 97 yards; Grenda, 146 yards; Goullet, 194 yards, and Jaeger, 243 yards. Jaeger made a desperate attempt to put McBeath out, but cooked himself doing it. McBeath had to throw her in high to keep away from Jaeger and he put McNamara out doing it. Goullet was eliminated by Grenda and then Walker put out Grenda, who had eliminated Jaeger, and last, but not least, Walker caught McBeath. The race went 3¼ miles and the time was 7:19 4/5.

Another novelty was the three-mile point race for the tandem boys. The double-seated entries have had an easy time up until Sunday, when the management gave them a point race with sprints at each half-mile to count five, three and one for first, second and third. The last lap counted 15, 10 and 5 for the same positions. Gus Lang and Alfons Verraes won with 22 points. Alfred Grenda and Aleck McBeath, who won the last sprint from Lang and Verraes, ran second with 21 points. Tom Bello and Peter Drobach and Charley Osterritter and Anthony Young were tied with 18 points. John and Menus Bedell tied with 6 points.

Half-Mile Novice—Won by Al Leugh; second, H. J. Bond. Time, 1:08 4-5.

Two-third-Mile Handicap, Amateur—Won by Carl Holzworth, 70 yards; second, Fred Spencer, scratch; third, Elmer Bundt, 20 yards; fourth, Joe Buelow, 65 yards.

One-Mile Class B, Amateur—Won by Larry Seuffert; second, Joe Osterhuber; third, Orlando Conditti; fourth, Ray Van Brunt.

One-Mile Class A, Amateur—Won by Willie Grimm; second, Roy Mobeck; third, Elmer Bundt; fourth, Fred Spencer. Time, 1:55 4-5.

One-Mile Handicap, Professional—Won by Willie Spencer, scratch; second, Willie Hanley, 20 yards; third, Ray Eaton, scratch; fourth, Harry Horan, 130 yards.

Three-Mile Tandem Point Race, Professional—Won by Gus Lang and Alfons Verraes, 22 points; second, Alfred Grenda and Aleck McBeath, 21 points; third, Tom Bello and Peter Drobach and Anthony Young and Charley Osterritter, tied with 18 points each; fifth, Fred Taylor and Harry Horan and

"Bicycle's Road to Health"

WHEN Fred St. Onge visited Milwaukee after his demonstration in Chicago he was greeted by a fine reception in the Cream City. The Wisconsin *News*, of Milwaukee, ran the following editorial on Friday, July 7:

"Ask dad—he knows.

"Let us invoke the slogan of a familiar cigarette in behalf of that most democratic and healthful of carriers—the bicycle.

"You of the younger generation need not consult Terry Andrae, Walter Sanger or any of Milwaukee's crack cyclers of the old days to find out what the wheel meant in outdoor joy and health insurance to the generation past.

"Just ask father and even mother what the bicycle did for the American people between twenty-five and thirty years ago; for everybody rode in those days, from seven years old to seventy.

"Perhaps the sport was overdone a bit, as we are apt to overdo any good thing in America; perhaps, the automobile and motorcycle helped to give it a quietus; whatever the cause, it's an everlasting pity that bicycling declined from its hey-day in the nineties and became the well-nigh exclusive property of small youths, of delivery boys and factory workers.

"Of course, that's a fine field and not to be disparaged, but there is no reason why it should not again be widened to include children of larger growth—men and women in their twenties and thirties, who are now developing high blood pressure and other ills for lack of outdoor exercise.

"For some time there have been signs of a revival of interest in bicycling as an all-around sport, a means of health-promoting, open-air recreation.

"The hearts, lungs, livers and digestive organs of the American people have long since clamored for it.

"To advance this movement, to arouse renewed interest in wheeling, The Sunday Milwaukee *Telegram* has staged a bicycle parade for Saturday afternoon at 1 o'clock—the first parade of its kind held in Milwaukee in over twenty years.

"Everyone who can ride a bicycle—boys and girls of the present, wheelmen and wheelwomen of the past—are invited to participate under the leadership of the veteran rider, Fred St. Onge.

"This parade, it is hoped, will be more than a link between the cycling of the present and the cycling of the past.

"It should serve to inspire the rising generations with renewed interest in the bicycle and its benefits, and woo back some of its old-time devotees to the athletics of the wheel.

"Should that come to pass, it will mean dividends in bodily health and mental exhilaration to thousands of citizens who now grow stodgy through lack of open-air exercise, and bring the tonic of the great outdoors to thousands of youngsters who now walk the city's streets.

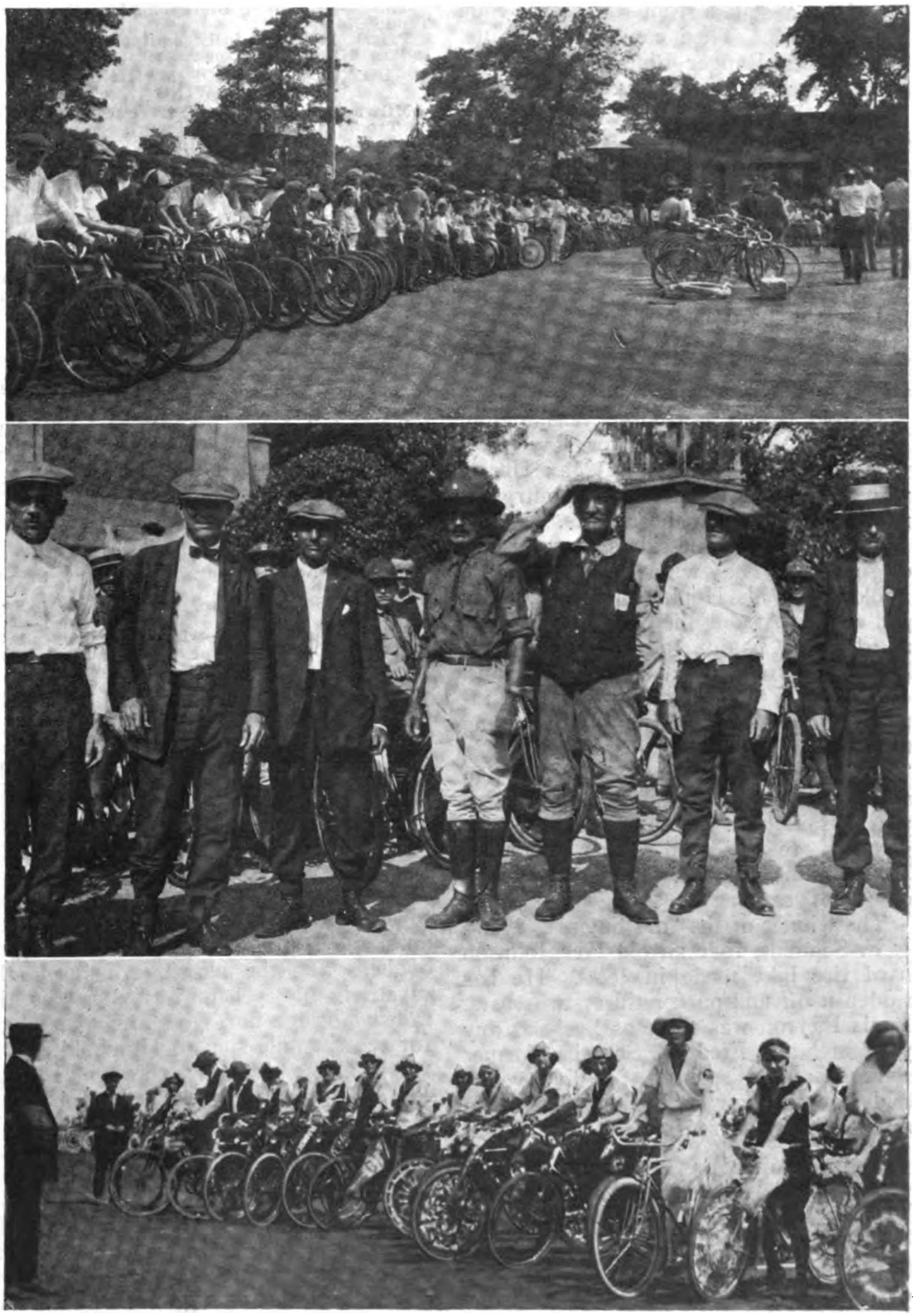
"Get onto your wheel and join the line on Saturday."

Five hundred cyclists turned out for the Milwaukee parade of Fred St. Onge on Saturday, July 8. Fred ran his run in connection with the Milwaukee *News-Telegram*, and it was certainly a wonderful success and a great boost for the bicycle. The parade went through the downtown streets and out to Washington Park.

Bells kept up a constant jingling while horns emphasized the enthusiasm of the riders. The parade was festive in color and sound. The one-time "King of the Road" once more held sway. It was the day of the bicycle.

Every conceivable type of cycle, carrying riders young and old, waving flags and blowing horns, were found in line. The strange old-fashioned wheels which dad and mother rode many years ago, during their courting days, were taken from the attics and oiled up for the occasion.

Never before has Milwaukee witnessed



Views snapped at the St. Onge-Chicago Examiner bicycle parade. Upper, at Humboldt Park; center, some of the old timers; lower, Oh, you Chicago girls!

a greater bicycle parade. Crowds lined the sidewalks and on-lookers cheered loudly as the string of machines, which held the road from Juneau Park to Third st. and Grand av., passed before them.

Escorted by a motorcycle squad of police and following Fred St. Onge on his famous high wheel as pacemaker, the cavalcade of gaily decorated riders reached Washington park shortly after 2 o'clock.

Many riders famous on track and road a decade ago were in the parade. Among them could be seen: Louis Pierron, Charles H. Miller, William F. Kussrow, Art Lauman, Al Hartung, Fred W. Schmitt, J. F. Schmitt, Matt Ball, J. F. Haussman, Art Staff, Forrest Koken and many others. The old-timers were followed by a squad from the North Side Racing Club. Then came Boy Scouts, Girl Scouts, Ranger Bicycle Club and a score of little tots mounted on velocipedes.

At the park, Mr. St. Onge gave an exhibition of correct and trick riding before prizes were awarded. J. H. Gourley, public school athletic director, Fred St. Onge, W. E. Rogers, of the New Departure Co., New Britain, Conn., and Cliff F. Woods, promotion manager of the *Sunday Telegram*, were the judges.

It was a hard task for the judges to select winners from the exceptionally large classes into which the contestants were divided.

Harold Bruett as George Washington, Eugene Rochlus as an aviator, Ray Heim with a hollyhocks float and Max Hartzman with a novelty row boat outrigger made a big hit with the crowds.

The funny costume riders showed great originality. The winner, Miss Grace Brolder as "Sis Hopkins," was the only girl entry. Among the best makeups was a Charlie Chaplin, an Aunt Jemima, hoboes, clowns and black face comedians.

Of course the old-timers held the interest of the big crowd, not only all along the route, but out at Washington Park. "Made it myself, twenty-two years ago and shoe's good for another twenty-five years," said J. F. Hausman, 60 years old, pointing to his old "Star Pointer" bicycle named from a famous race horse of some years ago.

The winner of the "old timers'" event, J. F. Schmidt, rode an old Iver Johnson hard tire bike made in 1890. He has ridden it off and on for thirty-two years. Louis Pierron was there as lively as any youngster and Fred W. Schmitz, former state champion sprinter for five years, told how he taught Walter Sanger to ride. The winners follow:

BEST DECORATED BICYCLE

First—Libby Bagarnick, 693 Twelfth St. "Liberty."

Second—Naomi Steen, 1007 Thirty-third St. "Yellow Bells."

Third—Clarence Black, 594 Nineteenth St. "Harlequin."

Fourth—Al. Hartung, 102 Burleigh St. "Rambler Roses."

Prizes included fully equipped Ranger bicycle and accessories donated by the Wisconsin Cycle Sales Co.

WHITE LINE OF SAFETY

The St. Louis Cycling Club and the St. Louis Cycle Dealers have finally succeeded in having the White Line of Safety adopted by the City Fathers of St. Louis. Now the cyclists of that city may ride without fear of being run down by reckless motorists. Bicycle clubs and Bicycle Dealers in other cities might well follow the move of the Missouri live ones. It will mean safer riding and more sales.

NEATEST BOY SCOUT IN UNIFORM

First—Raymond Gloven, Troop No. 18, 369 Sixteenth Ave.

Second—Theodore J. Heim, Troop No. 7, 5701 Washington Blvd.

Third—Raymond Biersach, 5803 Vliet St., Troop No. 57.

Prizes included fully equipped Jim Clark Indian bicycle and accessories.

BOY SCOUT TROOP MAKING BEST SHOWING

Milwaukee Telegram Silver Cup awarded to Troop No. 18, O. M. Peugh, Scoutmaster. Meets at South Side Library.

NEATEST LADY RIDER

First—Margaret Stenzl, 820 Seventh St., "English Riding Costume."

Second—Leona Karin, 767½ Twenty-ninth St., "Girl Scout."

Third—Margaret Long, 218 Twenty-seventh St., "Girl Scout."

Prizes included bicycle lamp and New Departure cyclometer donated by Simon Goerke.

OLDEST RIDER IN LINE

First—J. F. Schmitt, 476 Fortieth St., 62 years old, who rode his original Iver Johnson hard tire bicycle bought in 1890.

Second—J. F. Haussman, 151 Burleigh St., 60 years old, who rode a wheel twenty-two years old, made by himself.

Prizes included accessories donated by the Phillip Gross Hardware Co.

YOUNGEST RIDER IN LINE

First—Minnette Jahnke, 2604 Chestnut St., 6 years old.

Prize—Fully equipped Ranger juvenile bicycle.

RIDER WITH FUNNIEST MAKE-UP

First—Grace Brolder, 1123 Lloyd St., as "Sis Hopkins."

Second—Sol Burman, 709 Eleventh St., "Clown."

Prizes included electric lamp donated by the Wack Cycle Co. and a saddle from Louis Pierron.

St. Onge staged a great ride in Chicago before going to Milwaukee. Two thousand riders participated in the Windy City, which was under the auspices of the Chicago *Evening American*.

Unexpected crowds came out to witness the assembly of the riders in Grant Park, so that the start was made a few minutes after 3 o'clock, the time set for leaders to step off. It was a jolly crowd, and amid the honking of sirens, the ringing of bells and the blowing of horns the cavalcade of cyclists turned across the railway bridge north on Michigan blvd., for the six mile spin to Humboldt Park.

All along the way through Lincoln Park bathers, tennis players and baseball tossers stopped their games to see old King Bicycle again take the road, and all gave the cyclists a good word as they sped on their way.

Old timers on their machines of the vintage of '85, "stars," "regulars," and one or two "giraffe" bikes, on which the rider is mounted as high as 12 feet above the pavement, led the line, with a goodly number of boy scouts, followed by a ladies' section. The gayly festooned bikes, cycle clubs and other boys' organizations, with the unattached riders at the end, followed in the order named.

At the end of the ride, Music Court, Humboldt Park, a large crowd had gathered to watch the cavalcade come in. The riders and spectators arranged themselves in a hollow square to witness the stunts and the awarding of prizes to the cyclists.

Fred St. Onge, the Cycle Trades of America representative bicycle director, first gave a short talk on cycling, saying the bicycle "was the birthright of every American boy and girl."

Then came the climax of the ride, the awarding of the 40 prizes by the judges, who were John N. Eisenlord, circulation manager of The Chicago Evening American; W. T. Farwell, Jr., Malcolm L. Gillis, Press Cycling Club of Boston; William Freeman, Hendee Manufacturing Company; Charles G. Kilpatrick, onetime stunt rider and insurance man, and Fred St. Onge, director of the ride.

So many were the entrants in each class that the judges experienced much difficulty in picking the winners, especially among those with decorated bikes.

DECORATED BICYCLES

First—Eloise Pritchard, 4510 Washington Blvd.

Second—Mrs. R. O. Pritchard, 4510 Washington Blvd.

Third—Sherman MacDonald, 4422 N. Keystone Ave.

Fourth—Henry Zimmerman, 1544 N. Oakley Blvd., and John Schiffer, 320 S. California St. (tandem bicycle).

Fifth—Arthur Morava, 4542 N. Karlov Ave.

Sixth—Max Davis, 5212 Carmen Ave.

Seventh—Mr. R. O. Pritchard, 4510 Washington Blvd.

Eighth—J. G. Kunze.

Ninth—Leslie Simpson, 152 W. Adams St.

Tenth—Edward Seller, 4432 Kasson Ave.

Eleventh—Emil Cassela, 1940 W. Ohio St.

Twelfth—Lester Woehrle, 2407 Wilson Ave.

Thirteenth—John Epp, 716 N. Maplewood Ave.

GROTESQUE DIVISION, COMICAL MAKE-UPS, ETC.

First—N. F. Carnie, 3626 Irving Ave.

Second—J. P. Ganson, 2449 W. Monroe St.

Third—Richard Valentino, 1441 W. 103d St.

Fourth—William Maxwell, 3023 E. Eightieth St., South Chicago.

Fifth—Charles Vanderstock, 1332 Belmont Ave.

Sixth—Andrew Tylen, 1312 S. Wabash Ave.

NEATEST LADY RIDER (PERSONAL APPEARANCE)

First—Aida Bodinus, 624 S. Wenonah Ave., Oak Park.

Second—Louise Schmiedl, 5115 W. Twenty-ninth Pl., Cicero.

Third—Ethel Romanoff, 1426 S. Kedzie Ave.

Fourth—Anna Wieck, 1314 Broadway, Melrose Park.

Fifth—Marjorie Welter, 115 Fifteenth St., Wilmette.

Sixth—Dorothy Philibert, 2979 S. Michigan Ave.

NEATEST BOY SCOUT (PERSONAL APPEARANCE)

First—Louis Cohen, 1401 N. Wells St.

Second—Charles Sanborn, 1006 Franklin St.

Third—Harold Stejskel, 933 N. St. Louis St.

Fourth—Karl Wintermint, 303 Congress Park Ave., Brookfield.

Fifth—Louis Sokoff, 618 S. Paulina St.

Sixth—Robert Thompson, 24 W. Seventy-second St.

Seventh—Kasmir Klockowski, 2025 N. Robey St.

YOUNGEST RIDER IN LINE

First—Buddy Parker, 4616 W. Monroe St.

Second—Elizabeth Tobin, 2957 Belmont Ave.

Third—Leroy Tomlinson, 6019 W. Twenty-eighth St.

OLDEST RIDER IN LINE

First—John W. Ostrom, 2832 Palmer St.

Second—William Maxwell, 3023 E. Eightieth St., South Chicago.

Spears Wins Grand Prize *of* Paris

(By Special Cable)

BOB SPEARS, the speedy Australian, captured the Grand Prize of Paris, the most prized race in the world, at the Velodrome Municipal at Vincennes, Sunday, July 9. Spears, Bill Bailey, the English rider; Caesar Moretti, the Italian, and Gerard Leene, the Hollander, survived the heats, semi-finals and that was the order of finish in the final, Spears beating out Bailey in the sprint, while Bailey outsprinted Moretti and Leene for the second money. This marked the third successive time that Spears has won the classic of French cycling.

The hopes of the Frenchmen were in Gabriel Poulain, who recently won the championship of France, and Maurice Schilles, who ran second to Poulain in the title races, but not a single Frenchman survived the semi-finals. Spears' win was a popular one and in addition to the cash prize he was presented with a sash and a Sevres vase and did a tour of honor and received a wonderful reception.

The French fans were rewarded by one of their countrymen, Lucien Michard, taking the amateur Grand Prize of Paris. Michard defeated Angelo Gausco, the Italian champion, L. Lefevre, France, and J. Paillard, France.

The Grand Prize of Paris is a one-kilometer race and is run annually on the 500-meter cement Velodrome Municipal. This year there were 50 entries in the professional class and 47 in the amateur. The amateur entries included G. Paillard, Lucien Michard, Masson, Faucheux and Ludovic Morel, France; Angelo Guasco, Italy's champion; Piet Leene, Holland, and other good amateurs.

The principal riders appearing in the pro. race were:

England—Bill Bailey.

Australia—Bob Spears, Gerald Halpin and Harris Horder.

Holland—Gerard Leene.

Italy—Caesar Moretti and Mario Bergamini.

Belgium—Jules Dhossche and Jean Louis.

France — Gabriel Poulain, Maurice, Schilles, Marcel Dupuy, Joe Peyrode, Paul Didier and Lucien Louet.

CYCLING IN EUROPE

AT Amsterdam, Holland, June 15, Peter Moeskops, the Dutch sprinter, defeated Maurice Schilles and Gabriel Poulain, Frenchman, in a match, Pete winning handily. Schilles and Poulain accounted for the tandem race with Moeskops and Aanderwiel second.

Moeskops, on June 19, defeated Joe Van Bever, the Belgian, and Schilles in another match at Amsterdam, Moeskops taking the three heats, Van Bever taking second in the first and second heats. Moeskops and Aanderwiel beat Van Bever and Schilles in a tandem match, the former taking the event in straight heats.

While competing in a road race near Nancy, France, Rene Chassot, a French road racing man, was run over by an automobile on Sunday, June 18, the cyclist dying from his injuries shortly after.

Rene Vermandel, the Belgian, won the road championship of his country on Sunday, June 18, covering 142.5 kilometers (88.4 miles) in 5 hours, 26 minutes and 42 seconds. Phillip Thys was second and Felix Sellier third.

At Lyons, France, the same day, Pierre Sergent captured the feature race from Bertand Cassas, Lusien Louet and Caesar Moretti.

Other results on Sunday, June 18, were as follows:

Gabriel Poulain, the Frenchman, defeated Bill Bailey, England, and Ernest Kaufmann, Swiss, at Geneva, Switzerland. Poulain won the first heat with Bailey second and the second heat with Kaufmann second. Kaufmann took the third heat with Poulain losing by the width of a tire. The point race was taken by Kaufmann. Poulain quit and Bailey fell in this race.

Two photos of Gabriel Poulain, the new champion of France. In the upper picture Poulain is flying in his aviette, a man-driven flying bicycle, while in the lower photo he is shown after winning the 1922 French championship

CARMAN SETS NEW MARK

CLARENCE CARMAN, the Long Island paced rider, made a very auspicious debut at the New York Velodrome on Tuesday night, July 11, when he won the one-hour International Motor-Paced Derby, defeating George Seres and Jules Miquel, France; Charles Verkeyn, Belgium, and Frank Corry, Australia, who finished as named. In the hour Carman covered 41 miles and 1,240 yards, which bettered the old mark for the track of 41 1/6 miles made by Victor Linart. Carman got off in the lead shortly after the start and up to 20 miles he and Miquel had a very close race. Miquel "cracked" at about 25 miles and from that time to the finish it was all Carman.

Carl Hambacher, Newark, won the half-mile Amateur Championship from Elmer Bundt, Buffalo; E. C. Bendi, New York, and Earl Adams, the Negro. The heats were won by Hambacher, Bundt, Adams, Bendi, Bert Marquart, Fred Spencer, Willis Grimm and Louis Benezatti. Hambacher and Bendi eliminated Spencer and Marquart in the first semifinal and Bundt and Adams put out Grimm and Benezatti in the second. By finishing second, Bundt takes the lead in the amateur title struggle with eight points. Grimm and Hambacher are tied for second with six each and Spencer is fourth with five. The others are: Bendi, 4; Larry Seuffert, 2; Sam Gastman and Adams, 1 each.

Willie Spencer won the Alteruance match race against Ray Eaton, Alfred Goullet and Francesco Verri. Spencer won the first heat from Goullet and Verri and the second from Goullet and Eaton. Eaton won the third from Verri and Goullet. Eaton accounted for the fourth from Spencer and Verri. Points scored: Ten, five and three in each heat. Spencer, 25; Eaton, 23; Goullet, 13, and Verri, 11, was the final rating.

It took Eddie Madden and Harry Kaiser but two heats to dispose of Alfred Grenda and Reggie McNamara in a team match, but both heats were well fought to the tape.

Rudolph Zimmerman won the mile lap race for New York riders. Paul Ottofaro was second; Joe Palmier, third, and Felix Patti, fourth. Anthony Beckman, 90 yards, won the two-mile amateur handicap. Roy Mobeck, 60 yards, beat Fred Spencer, scratch, for third. Paul Ottofaro ran fourth, but was disqualified and E. C. Bendi, 40 yards, given the place.

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

WITH the Grand Prize of Paris safely tucked away Bob Spears will be well boosted for the world's championship at Liverpool.

* * *

Leon Vanderstuft will represent Belgium in the professional motor-paced championship of the world at Liverpool. Alois Degraeve and Jules Dhossche, 1922 and 1921 champions, respectively, will represent that country in the professional sprints, while Jean Vandenbosch is the amateur representative.

* * *

Members of the Bay View Wheelmen, of Newark, and his many friends among the racing cyclists, are mourning the death of Vincent Needham, who was drowned while bathing at Bradley Beach, N. J., Sunday, July 9. Needham was 22 years of age and during the World War served in the Navy. He has been interested in cycling for some years, and during part of one season trained Frank Kramer.

* * *

Clarence Wagner, the Hoosier cyclist who is making an attempt to better Bob Lawson's record for the cross-country trip, is making great progress according to reports from Indiana. In 13½ days Wagner had covered 1,773 miles. He had then reported sick for a few days. He hit some rain in Kansas and it took him nine hours and 56 minutes to cover 36 miles. In 17½ days he had covered 2,305 miles and from all reports should make the record in about 28 days.

* * *

Pierre Sergent, the former champion of France, arrived in this country. Sergent is under contract to race for the Cycle Racing Association at the Newark and New York tracks as well as other courses if he is wanted. Sergent was champion of France in 1919. In the 1914 race he ran third to Leon Hourlier and Emil Friol, both victims of the world war. In the 1919 title race he defeated Marcel Dupuy and Maurice Schilles. He was unplaced in the 1920 and 1921 races, Dupuy winning both.

* * *

It must have pleased Clarence Carman immensely when he won the hour race at the New York Velodrome on Tuesday night. Clarence just ankled along in front almost from the start. Jules Miquel, the Frenchman, gave him a good fight to keep Carman from putting a lap on him, but he blew up from his efforts and it was easy for Carman. Tomorrow night an hour team race between Carman and George Wiley, America; George Seres and Jules Miquel, France, and Victor Linart and Charles Verkeyn, Belgium, will be the feature. The race will be run on a point system with a "sprint' at the end of each five miles. What do you mean, SPRINT?

* * *

The Tour of France, the most strenuous road race in the world, was started on Sunday, June 25, from Paris. The race, which will wind up July 23, is run in 15 stages and had a total of 129 starters, 28 of them being first class riders and 111 second class. The first stage was from Paris to Havre, a distance of 381 kilometers (236.7 miles) and Robert Jacquinot, France, won in 15 hours, 11 minutes and 48 seconds. Eugene Christophe, France, was second in 15 hours, 20 minutes and 7 seconds. The next eight finished as follows: Jean Rossius, Belgium, 15:26:37; Felix Sellier, Belgium, 15.26:37; Hector Tiberghien, Belgium, 15:26:37; Leon Soieur, Belgium, 15:26:37; Romain Bellenger, France, 15:32:05; Philip Thys, Belgium, 15.38:51; Leon Despontin, Belgium, 15:41:26; Gaston Degy, France, 15:45:55.

* * *

It was good news that came over the cables from Europe on Sunday last when the under-water wires stated that Bob Spears, the Australian, had won the Grand Prize of Paris, making the third straight time that he has won this "Blue Ribbon" of cycling. The writer had received a letter from Spears in which the latter stated that he had been showing considerable improvement in his riding and had started to win a few races. To add the Grand Prize of Paris to his list the improvement must have been wonderful. Spears and Ludovic Morin, the French rider, are the only riders to win this race three times in succession. Morin won in 1895, 96 and 97. Frank L. Kramer, the American champion, won in 1905 and 1906, while the late Emil Friol captured the event three times, but not in succession.

* * *

After seventeen years since he won the first championship of France, Gabriel Poulain, who only recently returned to competition, has accounted for the 1922 title. The championship was decided in five races and Poulain won four of them and scored a grand total of 55 points. Maurice Schilles, who won one race and finished second to Poulain in the other four, had a score of 35 points. Sixteen riders in all competed for the title, the others finishing as follows: Joe Peyrode and Paul Texier, 18 each; Pierre Sergent, 14; Lucien Louet, 13; Rohrbach, 11; Marcel Dupuy, the champion of last year, and Paul Didier, 10 each; Trouve, 5; Chardon and Martin, 4 each; Devoisseaux, Baron and Vandenhove, 3 each, and Villeponteaux, 1. In the junior race Guyot won from Paillard and Michard.

Gabriel Poulain, new champion of France

* * *

When the five-mile championship was run at the Newark Velodrome last Wednesday night Frank Kramer punctured at four-miles and one lap. The crowd was shouting to have the four finalists, Kramer, Willie Spencer, Alfred Goullet and Francesco Verri, go over the full five-mile distance. The referee decided that the four should go a mile and that is the way the race was decided. The crowd blamed Kramer for spoiling the race, but Kramer could only do what any other rider would do with a soft tire. After Kramer had ridden the deciding mile race and finished fourth, battling to the finish, the crowd booed him. That hurt the champion and he remarked after the race that he regretted that the incident had happened and that he was the innocent cause of it. Kramer, by the way, is the only man that has scored points in each of the six races of the first series for the title and why the crowd should boo him is beyond reasoning by fair adherents of the sport. Of course, they say the crowd is fickle. It must be when the same crowd, a small one at that, will boo a man for giving all he had in a race.

* * *

The small gathering of fans that turned out for the running of the five-mile national championship at the Newark Velodrome, Wednesday night, July 5, were rewarded by seeing Alfred Goullet put up one of the most spectacular rides of his career. Goullet was in third place a quarter-mile from home, he being back of Willie Spencer and Frank Kramer with Francesco Verri back of him. Goullet made his bid as he entered the home stretch before the bell. Kramer, tired from previous rides, gave him little resistance, but he met strong opposition when he tackled Spencer. The latter put all he had in the lusty kicks he was making with his pedals, but Goullet was not to be denied and he finally got by by entering the back stretch of the final circuit. He was certainly on his way to a win and he never hesitated when he got in front, but, instead, put a couple of extra kicks in for good measure. He won with room to spare from Spencer, while Verri in the meantime had passed Kramer for third. Goullet now has ten points in the table with six races yet to be ridden. Kramer has one more than he has, while Artie Spencer and Ray Eaton each have a dozen and Willie Spencer has 16. If Goullet can score points in the shorter races in the next series he has a good chance for the title, but he must score in every race to overcome the other riders' advantage. A lot can happen in six races and many upsets may be registered, but it certainly would be a popular win if Goullet should gather in the title honors.

Goullet Wins Five-Mile Title

AT the Newark Velodrome on Wednesday night, July 5, the five-mile professional championship race, the sixth race of the first series, was run. The winner was Alfred Goullet, the former navy man. Goullet defeated Willie Spencer, the Newarker; Francesco Verri, Italy, and the present champion, Frank L. Kramer, who finished in that order.

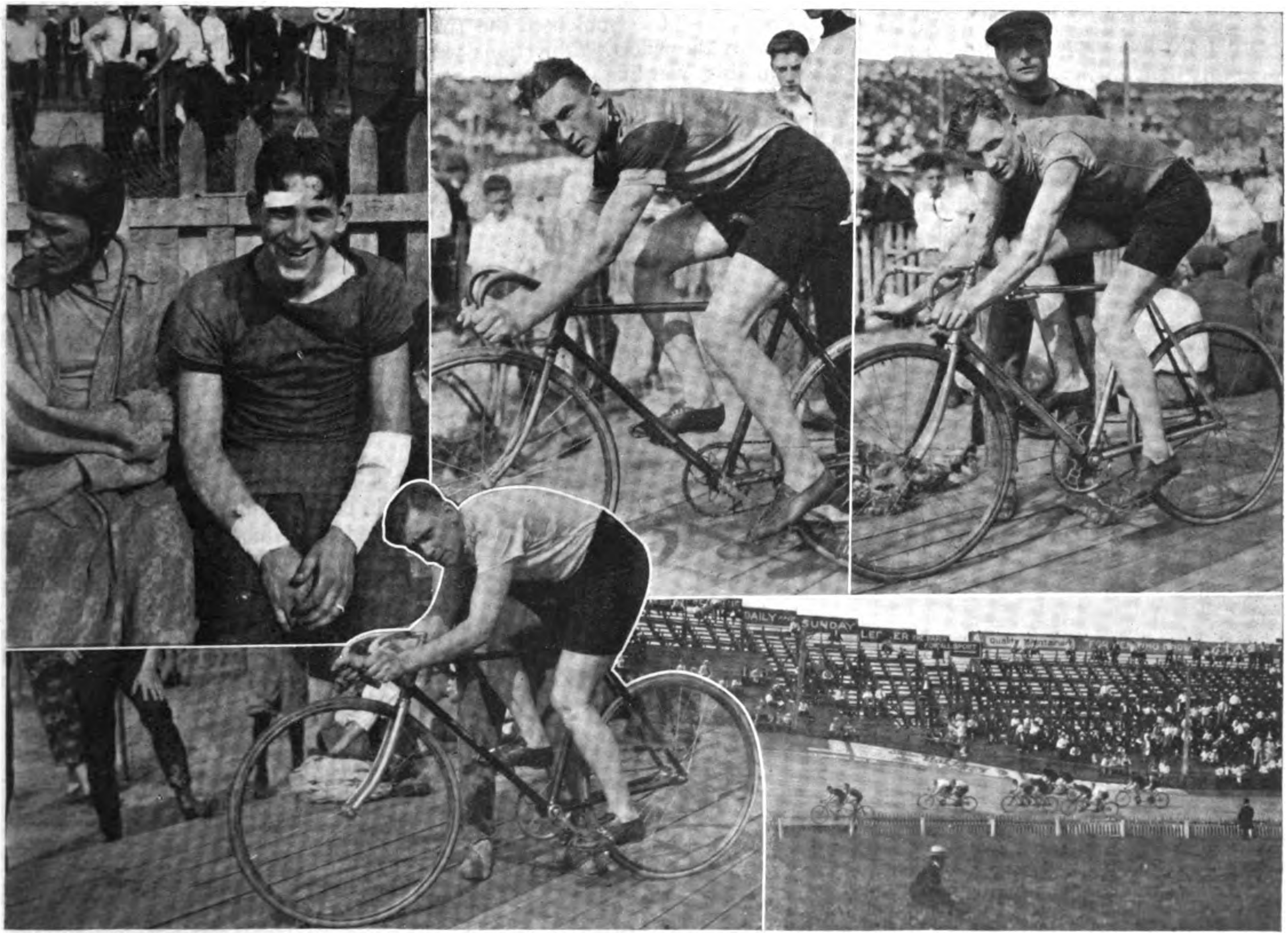
The final heat of the race was paced by riders on singles. At 4 1/6 miles Kramer held up his hand and the race was stopped because Kramer had punctured. It was then agreed that the riders would go a mile with the three pacemakers to keep it torrid. Some fine tactics at the start was indulged in by the four, but after one lap the order back of the pacemakers was Willie Spencer, Kramer, Goullet and Verri. The same order was maintained for the second, third and fourth laps. The pacemakers slowed and Willie Spencer went to the front as the quartet entered the last turn before the bell.

As the four entered the homestretch for the last lap Goullet made his bid. He passed Kramer before they had hit the tape, but Willie Spencer gave him a grand battle. Slowly but surely Goullet passed Spencer, Alf getting into the lead in the first turn and he streaked it for home. Goullet was showing great stuff and he fairly flew down the backstretch, around the last turn and up the final straight followed by Willie Spencer, Verri, who had passed Kramer, and F. L., himself. Goullet won by almost two lengths and ankled the last eighth of a mile in 11 4/5 seconds.

It was a most remarkable ride that the small crowd saw, but those that were fortunate to be on hand certainly were well rewarded. Spencer, too. put up a fine performance, but Goullet had a little on all of them. Kramer was tired from earlier rides and eased up in the last few yards. The present standing is as follows: Willie Spencer, 16 points; Arthur Spencer and Ray Eaton, 12 points each; Frank L. Kramer, 11 points; Alfred Goullet, 10 points; Orlando Piani, 3 points, and Francesco Verri, 2 points.

The heats were won by Willie Spencer, who defeated Aleck McBeath; Kramer, who beat Gus Lang; Goullet, who beat Harry Kaiser; Verri, who won over Reggie McNamara; Arthur Spencer, who beat Hans Ohrt; Ray Eaton, who breezed home in front of Eddie Madden; Alfred Grenda, who won from Bobby Walthour, Jr., and Orlando Piani, who beat Willie Hanley. Willie Spencer defeated Piani in the first semi final, while Verri sprung a surprise in the second by nipping Art Spencer on the tape. Goullet beat Eaton in the third. Grenda jumped away in the fourth, but Kramer caught and passed him. It took all the steam out of the champion. Eaton won the championship consolation from Piani, Art Spencer and Goullet.

A bad spill spoiled the two-mile handicap for the professionals. The signs on the track became glossy with the dew and



Graflexed at the Newark Velodrome, July 2. Upper left, Chris Dotterweich with his headgear is at the left, alongside of Frank Bartell, who has just been patched up by the doctor after a spill; upper center, Willie Grimm, second in amateur championship table; upper right, Louis Benezatti, of New York; lower left, Roy Mobeck, the Chicago amateur; lower right, in the tandem race before the sprint.

moisture from the past few days of rain, and McNamara's bicycle slipped from under him. Hans Ohrt and Alfred Goullet also went down with him. Ohrt suffered an injury to his left shoulder besides bruises. McNamara and Goullet escaped with a few bruises. Aleck McBeath, who had won the miss-and-out earlier in the evening from McNamara, David Lands and Anthony Young, took the two-mile race. Harry Horan, the champion of the A. E. F., was second, and Willie Hanley beat Lands for third.

Willie Grimm and Carl Holzwarth won the invitation races for the amateurs, Grimm taking the Class A event, while Holzwarth accounted for the Class B race. Burton Fenn, son of the old "wheatcake" champion, won the handicap. Summaries:

Half-Mile Handicap, Amateur—Won by Burton Fenn, 50 yards; second, Elmer Bundt, 30 yards; third, Gus Merkel, 35 yards; fourth, Sam Gastman, 20 yards. Time, 55 seconds.

One-Mile Class B, Amateur—Won by Carl Holzwarth; second, Larry Seuffert; third, Mike Dolan; fourth, Leslie Verhook. Time, 2:03 2-5.

One-Mile Class A, Amateur—Won by Willie Grimm, Newark; second, Chris Dotterweich; third, Fred Spencer; fourth, E. C. Bendi. Time, 1:58 1-5.

Miss-and-Out, Professional—Won by Aleck McBeath; second, Reggie McNamara; third, David Lands; fourth, Anthony Young. Time, 7:06 2-5. Distance, 3½ miles.

Two-Mile Handicap, Professional—Won by Aleck McBeath, 10; second, Harry Horan, 200 yards; third, Willie Hanley, 10 yards; fourth, David Lands, 70 yards. Time, 3:54 3-5.

Five-Mile National Championship Consolation—Won by Ray Eaton; second, Orlando Piani; third, Arthur Spencer; fourth, Alfred Grenda.

SPENCER INCREASED LEAD

BY finishing second to Alfred Goullet in the five-mile championship race at the Newark Velodrome Wednesday night, July 5, Willie Spencer increased his lead in the championship race to 16 points, four more than his brother, Arthur, and Ray Eaton have. Frank Kramer, the title holder, has 11 and Alfred Goullet, who won both the two and five-mile events, has ten. The standing following the sixth race of the first series is as follows:

	Races						
Rider.	¼ M.	⅓ M.	½ M.	1 M.	2 M.	5 M.	Pts.
Willie Spencer....	5	2	0	3	3	3	16
Ray Eaton.......	2	0	5	5	0	0	12
Arthur Spencer...	3	5	2	2	0	0	12
Frank Kramer...	1	3	3	1	2	1	11
Alfred Goullet....	0	0	0	0	5	5	10
Orlando Piani....	0	1	1	0	1	0	3
Francesco Verri..	0	0	0	0	0	2	2

Points: First, 5; second, 3; third, 2; fourth, 1.

CARMAN TAKES THE LEAD

CLARENCE CARMAN, the Long Islander, now leads the paced division in number of points scored. Carman now has 61, Clarence being two ahead of Jules Miquel, the Frenchman, and Victor Linart, the Belgian, each having 59 points. Vincent Madonna, the Providence rider, held the lead for quite some time, but he has been out of competition on account of a broken collarbone, and while he was idle, Carman, Linart and Miquel have been as active as the rain would let them. Twenty-two riders have scored two or more points. The standing up to Saturday, July 8, follows:

Rider	1st	2nd	3rd	4th	Pts.
Clarence Carman, Long Island	8	4	3	3	61
Jules Miquel, France........	7	6	3	0	59
Victor Linart, Belgium*....	6½	6	3	1	59
Vincent Madonna, Providence	7	5	3	0	56
Frank Corry, Australia*....	5½	6	2	0	51
George Wiley, New York....	3	4	5	3	40
George Chapman, Newark..	4	2	4	0	34
Charles Verkeyn, Belgium..	2	3	5	0	29
Willie Appelhans, Germany.	1	4	1	1	20
George Seres, France........	2	2	1	1	19
Vincent Markey, Passaic....	2	2	1	0	18
Frank Keenan, Revere......	1	1	2	4	16
Jackie Clark, Newark.......	0	3	3	0	15
Geo. Colombatto, Italy......	1	0	1	5	12
Brask Anderson, Denmark..	1	0	2	3	11
Worth Mitten, Davenport...	0	0	3	1	7
Lawrence Gaffney, Brooklyn	0	1	1	0	5
Percy Lawrence, San Francisco	0	0	2	0	4
Willie Keller, Newark......	0	1	0	0	3
Joe Mitola, Providence......	0	1	0	0	3
Ralph Spiers, Revere........	1	0	0	0	5
Louis Gilson, Taunton......	0	0	1	0	2

Points: First, 5; second, 3; third, 2; fourth, 1.

*Corry and Linart rode to a tie at New Bedford, May 29. Points for first and second (8) were divided between them.

NOW HAVE LIGHTING LAW

London, Ontario, is the latest city in the Dominion to follow the suit of various other important centres in adopting a lighting by-law for all bicyclists. The by-law, as originally adopted, made provision for the use of a lamp which would be "plainly visible" from both the front and rear of the wheel. Objections were taken to this wording and steps were taken to change the clause before it was enforced recently. The local authorities decided to permit the use of the red mirror reflector for the rear safeguard when a headlamp is used which is not visible from the rear.

J. W. Rossiter, a member of the Century Road Club, of England, who is reputed to be an excellent road racing performer.

ACTION AT N. Y. TRACK

THERE was plenty of action at the New York Velodrome on Friday night, July 7. The meet that was postponed from July 4 on account of rain, brought out the best paying crowd of the season. The races were snappy also and the crowd went away satisfied with the evening's sport.

The match races on the card, an individual match, between Ray Eaton and Arthur Spencer, went to Eaton who won the second and third heats after Artie had won the first heat in a wonderful ride; while Eddie Madden and Harry Kaiser only needed two heats to decide the team match between themselves and Orlando Piani and Francesco Verri, the Italians.

Alfred Grenda romped home with the first place in the three-mile for the professionals. Grenda led home a field of 35 riders, not all of them surviving the pace set by individuals on singles. Cecil Walker and Clif Papworth annexed second and third monies, respectively. Fourth place went to Aleck McBeath, who just beat Alfred Goullet. The mile handicap went to Fred Hill over Tom Bello, Cecil Walker and Reggie McNamara, the scratch man, who got a hair-line decision over Charles Jaeger, Newark.

The amateur races went to Fred Spencer, the Plainfield rider; E. C. Bendi, the U. S. I. lad, and Anthony Beckman, the head-bobbing Jerseyite. A novice at a mile was taken by R. Schneider with Teddy Pettinato second.

What promised to be a great paced race was spoiled by accidents. The 50-mile Brassard race was staged with Jules Miquel, France; George Wiley, New York; Willie Appelhans, Germany; George Colombatto, Italy, and Brask Andersen, the Dane, as starters. Andersen got away first with Wiley, Appelhans, Miquel and Colombatto following in that order. Wiley punctured after going a few miles and he again punctured later on. When his motor went hay-wire in the 35th mile, he rode for about a mile and a half more and then called it a night, not having a motor to pace him. This took from the race the only man capable of giving Miquel, who in the mean time had taken the lead, a battle and as a result, Miquel passed the others at will and won by 2 1/3 miles over Appelhans; about 3 miles ahead of Andersen and about 5 miles ahead of Colombatto. The time was 1:15:42 2/5. Summaries:

Two-third-Mile Handicap, Amateur—Won by Anthony Beckman, 60 yards; second, Burton Fenn, 50 yards; third, Elmer Bundt, 30 yards; fourth, Paul Ottofaro, 45 yards. Time, 1:17 1-5.

Half-Mile Novice—Won by R. Schneider; second, Teddy Pettinatto. Time, 1:06.

One-Mile Lap Race for New York Riders—Won by E. C. Bendi; second, Earl Adams; third, Louis Benezatti; fourth, Rudolph Zimmerman. Time, 1:58 1-5.

Two Mile Class A, Amateur—Won by Fred Spencer; second, Roy Mobeck; third, Willie Grimm; fourth, E. C. Bendi. Time, 4:05 3-5.

One-Mile Handicap, Professional—Won by Fred Hill, 40 yards; second, Tom Bello, 60 yards; third, Cecil Walker, 20 yards; fourth, Reggie McNamara, scratch. Time, 1:50.

CARRY WINS HOUR RACE

PROVIDENCE, R. I. Riding a grand race with but one skip during the entire 60 minutes, and that of little moment, Frank Corry, of Australia, Friday night, July 7, won the one-hour motor-paced race at the Cycledrome, covering 39 miles and four laps. Verkyn finished second three laps back, with Clarence Carman ambling along in third place, finishing without his pacemaker practically two miles behind Corry, and Seres in last place two laps in the rear of Carman.

Seres and Carman had a raft of hard luck and both complained of their pace-makers. The French rider was in difficulties almost immediately after the start and, losing his pace in the first mile, fell back to last place, never to better his position during the struggle, but rather grew worse. He drew Antinuocci and the combination failed to work worth a cent.

Carman behind Ruden was not a great deal better off than the Frenchman, but himself appeared a little scary of the slippery tracks. A heavy dew made the going anything but pleasant for the riders and slips happened frequently on the turns. Carman signalled for a new pacemaker in the 30th mile and on the 36th made a fine pickup of Peter Markey. Immediately on catching on to his new pacemaker the Providence rider started a sprint that carried him past the other riders on the track as though they were hitched to a post.

A few miles of brilliant racing followed, but the handicap was too great and Carman steadied down to holding his own in third place. With about two minutes to go Markey's motor balked and he left the track, Carman riding along to the finish.

Verkyn took the lead at the start and held it for 17 miles, riding a smooth race, but at this point Seres spurted and the pair had a little race all their own, resulting in Verkyn losing his pace and Corry talking the lead, which he held to the finish, following Gaetheof without a skip.

In the final heat of the one-mile, open, professional, Fitzsimmons was disqualified for cutting in on the pole. Collano set the pace for five laps, when he blew up and stopped. Mike DeOrio and Joseph Reeber jumped in and divided first and second places. Norantonio was thrown from his wheel on the final lap, but walked home with the smashed bike over his shoulders and won fifth prize.

Half-Mile Handicap, Amateur—Won by Clarence Emstrom, 45 yards; second, Frank Graziano, 40 yards; third, Martin Deerig, 30 yards; fourth, Chick Meyers, 40 yards. Time, 59 4-5 seconds.

Miss-and-Out Class B, Amateur—Won by Armand Belanger; second, Bruno Dion; third, Alphonse Columbe; fourth, James Armando. Time, 3:41. Distance, 2 1-7 miles.

Two-Mile Lap Race Class A, Amateur—Romeo Goddu and Fred Jarvis tied for first; third, George Angell; fourth, Carlo Prococini. Time, 4:21 2-5.

One-Mile Open, Professional—Won by Mike DeOrio; second, Joe Reeber; third, Louis Gilson; fourth, Frank Depanni. Time, 2:06 4-5.

Two-Mile Handicap, Professional—Won by Tommy Fitzsimmons, scratch; second, Frank Depanni, scratch; third, Rudolph Blomstrom, 100 yards; fourth, L. Marcella, 150 yards. Time, 4:13 2-5.

Pursuit Race, Professional—Won by Vincent Markey and Louis Gilson; second, Archie Villa and Frank Depanni. Time, 2:01 4-5. Distance, 1 5-7 miles.

PHILLY SEES GREAT RACE

Philadelphia, Pa. In the greatest and most sensational motor-paced race of the 1922 season in Philadelphia, Victor Linart, the Belgian champion and also title-holder of the world, finished a winner in the annual running of the Golden Wheel, a 50-mile grind, at the Point Breeze Velodrome Thursday July 6. Paced by Jimmy Hunter, the "Daredevil," Linart covered the distance in 1 hour 15 minutes 52 4/5 seconds.

For 36 miles Clarence Carman, carrying the colors of the United States, stayed out in front by riding a steady and rather speedy race, but on the thirty-seventh mile Linart challenged the American, went into the lead and as a result the Jamaica flyer lost his pace and before he got behind his motor again the foreigner had a lead of two and a half laps.

However, Carman, riding behind Johnny Schlee, stuck to his wheel and tried his utmost to regain his lost grind. He worked so hard on his wheel that Clarence broke his chain on the last lap and took a nasty fall in sliding down the incline. Excepting a few scratches Carman was not hurt.

Carman trailed Linart by one mile, while George Colombatto, the Italian, paced by Eddie Root, came in for third honors, covering a distance of 47 miles and 5 laps. Willie Applehans, the German, riding behind Norman Anderson, was fourth, having pedalled 44 miles 1 lap. Jules Miquel, the game little Frenchman, was forced to retire from the race on the twenty-fifth mile owing to motor trouble.

John Patrick, a junior follower of pace, came over from Newark, N. J., and defeated Hugo Martinelli, a local youth, in a five mile match race. The time was 8 minutes 32 1/5 seconds. Patrick, went out in front at the outset and he remained there until, the finishing crack of the pistol, winning by 150 yards. The youngsters put on an interesting race.

The half-mile handicap sprint for Class B. professionals was annexed by George Gergeley, of Yonkers, N. Y. His time in the final heat was 1 minute 1 second flat. Gergeley had a handicap of 70 yards. Pat McKeag, with 80 yards, was second. Frank Harris was third and Jake Smith fourth.

There were 13 starters in the amateur miss and out event, and after several spills with no one getting seriously hurt. Henry Bruhn, of the South End Wheelmen, finished a winner in 3 minutes 29 1/5 seconds, covering a distance of 1½ miles. Bill Shaw, unattached was second; Charley Judge, South End Wheelmen, third; J. Seamon, South End Wheelmen, fourth

RAIN FINALLY HELD UP

Worcester, Mass. After several postponements caused by rain, perfect weather visited the Worcester track, Thursday night, July 6, and a crowd of 3,500 turned out for the largest program yet arranged by Manager Pat Logan. The three-heat motor-paced match between Frank Corry and George Seres, resulted in a win for the former after Seres had taken the first heat. Each heat was closely contested.

Ralph Spiers, the crack Revere sprinter, showed that he has great possibilities as a pace follower when he won a ten-mile motor-paced event, with Willie Keller second, and Worth Mitten third. Spiers was two and a half laps ahead of Keller. The crowd was greatly interested in the first appearance of these two behind the motors. The professional repeschage handicap, which was won by Tim Sullivan, provided plenty of excitement. Summaries:

Motor-Paced Match, First heat, 10 miles—Won by George Seres; second, Frank Corry. Time, 13:38 4/5. Second heat, 10 miles—Won by Frank Corry; second, George Seres. Time, 13:42 2/5. Final heat, 5 miles—Won by Frank Corry; second, George Seres. Time, 6:36 2/5.

Motor-Paced Match, 10 miles—Won by Ralph Spiers; second, Willie Kellar; third, Worth Mitten. Time, 14:33.

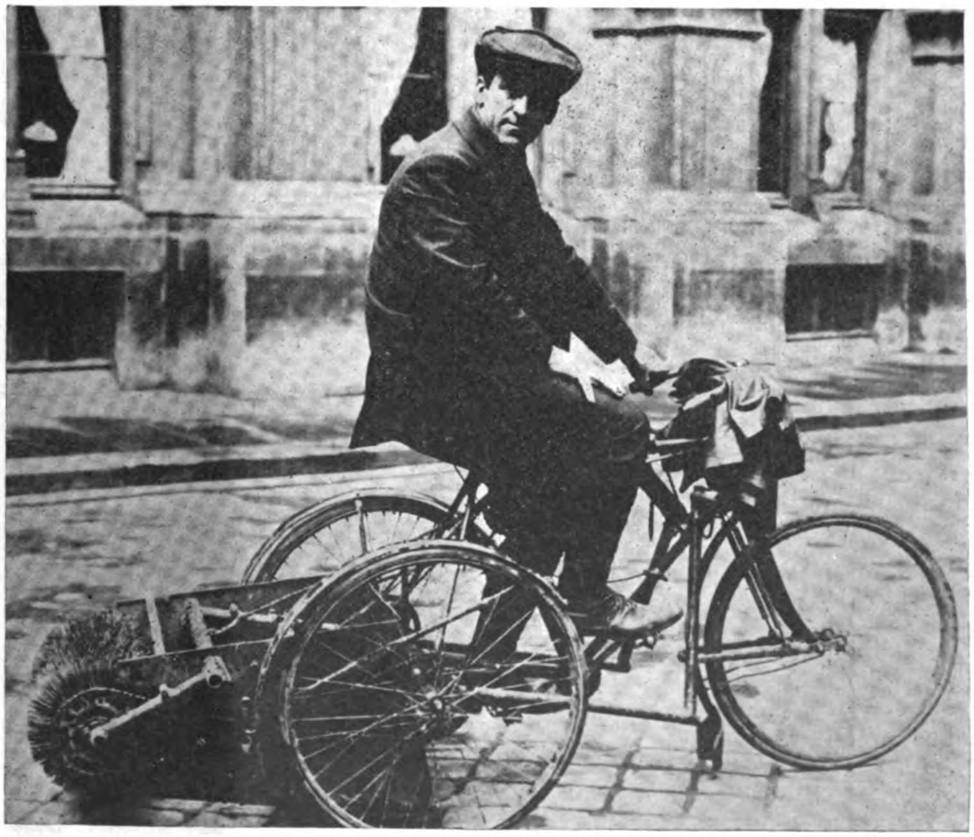
Five-Mile Open, Professional — Won by Frank Cavanaugh; second, Willie Kellar; third, Ralph Spiers; fourth, James Cobert. Time, 12:28.

Four-Lap (4/7 mile) Professional Handicap—Won by Tim Sullivan, 75 yards; second, Walter Rosenthal, 90 yards; third, James Cobert, 15 yards; fourth, Tom Grimm, 30 yards; fifth, Frank Cavanaugh, scratch. Time, 1:05.

Three-Mile Open, Amateur—Won by Sidney Mantell; second, Tom Logan; third, Mal Wallace; fourth, Walter Greenquist. Time, 6:55 3/5.

Half-Mile Handicap, Amateur—Won by Henry Vandrical, 95 yards; second, Tom Logan, 25 yards; third, John Flynn, 115 yards; fourth, Tom Keating, 105 yards. Time, .57 4/5 seconds.

Unlimited Pursuit Race, Amateur—Worcester vs. Whitinsville—Won by Worcester team, Shep Richmont, Dyno Levitt and George Rhodes; second, Whitinsville team, John Flynn, William Magill and Ernest Dugrane. Distance, 6 3/7 miles; time, 15:10 3/5.



Edmund Jacquelin, the old French champion and world's title holder, showing the Paris natives his new bicycle street sweeper, which he invented

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If the average dealer took as much interest in his young customers as does Mr. J. U. DuBois, of

C. R. C. OF A. HOLDS SIX RACES

New York City—Twenty-four members of the Century Road Club of America journeyed to Ridgefield Park, N. J., on Sunday, July 9, and held a series of six races, three for Class A riders and six for Class B men. A new star loomed up in Charles Winters, who won all three Class A races and scored 18 out of 18 points. R. H. Magnus was the best of the Class B lads, "Blondie" taking two races and a fourth.

The races were run off without a hitch by Racing Chairman Joe Hoviss and Captain E. H. Gerard, and the members were home well before dinner time.

Captain Gerard has completed all details for the club run to be held next Sunday in conjunction with the North Hudson Wheelmen. The riders will meet at Columbus Circle at 9:00 a. m., and travel down to Coney Island, where a visit will be paid to Steeplechase Park and pool. Any unattached rider, or riders of other clubs, are cordially invited to come along, as "the glad hand" will be extended to all, and a fine time is assured anyone who attends. Summaries of races:

CLASS A RACES

Two-Mile Scratch — Won by Charles Winter; second, Joe Rawlins; third, N. Smith; fourth, F. O'Shaughnessy; fifth, Al Del Vicchio. Time, 4:42 2/5.

Eight-Mile Handicap—Won by Charles Winter, 1:00; second, N. Smith, 1:00; third, A. L. Everard, 2:00; fourth, Dan Rawlins, scratch; fifth, F. O'Shaughnessy, scratch. No time taken.

Four-Mile Unpaced — Won by Charles Winter, 9:44 4/5; second, N. Smith, 10:16 4/5; third, Joe Rawlins, 10:23 2/5; fourth, Al Del Vicchio, 10:25; fifth, F. O'Shaughnessy, 10:46 3/5; sixth, Dan Rawlins, 10:49.

CLASS B RACES

Half-Mile—Won by R. H. Magnus; second, Howard Felsing; third, P. Shustek; fourth, J. Dashowitz; fifth, M. Konsker; sixth, A. Cooper. Time, 1:05 2/5.

Ten-Mile Handicap—Won by Jake Dashowitz, 45 seconds; second, Howard Felsing, 45 seconds; third, M. Konsker, 1:45; fourth, R. H. Magnus, scratch; fifth, P. Shustek, scratch; sixth, F. Cifarelli, 1:45; seventh, F. Lacassio, 2:45; eighth, J. Cordova, 2:45.

Four-Mile Unpaced—Won by R. H. Magnus, 10:54; second, H. Felsing, 10:55; third, M. Konsker, 11:09; fourth, P. Shustek, 11:10; fifth, A. Cooper, 11:21; sixth, J. Dashowitz, 11:46.

GOOD RACES AT BUFFALO

Buffalo, N. Y.—In what was perhaps the best set of bicycle races seen hereabouts in many years Allie Miller, a youngster of the track, won an unlimited Australian pursuit race over Warren Fraser and Nick Brimm July 4. Miller was a substitute rider, taking the place of Tony Burke who was unable to ride on account of injuries sustained in an auto accident. Miller rode a sensational race, overtaking Fraser, the survivor, at the conclusion of seven and two-thirds miles.

The big five-mile invitation was one of the best races ever run hereabouts. With all five starters, Iggy Gronkowski, Fred Seligman, Carl Smith, Pete Rott and Allie Wall hot after the prizes at the end of each half-mile the race produced several sprints and kept the riders on the jump and the fans on edge. Carl Smith who was content in allowing the other riders to gain the lap prizes sneaked through a winner after lively tilt down the stretch. Fred Seligman grabbed second place and Gronkowski third, with Wahl fourth. Pete Rott, who won four lap prizes, finished last.

No prettier race was ever seen than the two-mile handicap. With as many as 20 riders going around the track it was a wonderful sight, particularly when they were bunched and going around the banked turns. The final went to Gronkowski with Allie Miller second. The three-quarter mile consolation was won by W. H. Schoemaker. The results follow:

Five-Mile Invitation—Carl Smith, first; F. G. Seligman, second; I. J. Gronkowski, third; A. E. Wahl, fourth; P. C. Rott, fifth. Time, 14:25 1-5.

Two-Mile Handicap—I. J. Gronkowski (scratch), first; A. Miller, (50 yards), second; L. H. Ciaciuch (65 yards), third; P. C. Rott (30 yards), fourth; F. G. Seligman (scratch), fifth. Time, 5:53 4-5.

Australian Pursuit Race—A. Miller, first; Warren Fraser, second; N. Brimm, third. Distance, seven miles. Time, 19:07 4-5.

Three-Quarter Mile Consolation—E. A. Bourne, first; W. H. Schoemaker, second; W. Ulrich, third; C. M. Holbrook, fourth. Time, 2:09 3-5.

ON ANNUAL BATH RUN

New York City—The New York Division of the Century Road Club Association conducted its annual bath run to Midland Beach, Sunday, July 9. Thirty-four members, including two old timers, Pop Wollenschlager and Pop Gallagher, started from Columbus Circle at 8:45 a. m., going via Broadway to the South Ferry.

Two winners in the San Antonio races on June 25. Left, Edward Newman; right, Edward Clarkson

On arriving at Midland Beach, a three-mile open handicap race was contested to raise a sweat before going in bathing. They had to buck against a strong head wind on the home stretch, and the road was in a very bad condition. (One of the riders afterwards remarked that his bicycle bucked like a broncho horse.) This race was a real test for grit and real plugging to the 24 racers while it lasted.

John Viana, L. Goodman, H. Heldman and H. Haller finished almost in a dead heat. Viana winning in 10:15 seconds. Jack Silver had a close call from L. Grace and H. Curley for time prizes. The winners of the prizes, donated by the members, are as follows:

Half-Minute Handicap—Won by J. Viana, 30 seconds; 10:15; second, L. Goodman, 1:00; 10:45 1/5; third, H. Heldmar, 30 seconds; 10:15 2/5; fourth, H. Haller, 30 seconds; 10:15 3/5; fifth, F. Blodel, 30 seconds; 10:16 2/5; sixth, J. Silver, scratch; 9:55 2/5; seventh, L. Grace, scratch; 9:55 3/5; eighth, H. Curley, scratch; 9:55 4/5.

After the races they went in swimming, and after ate dinner and strolled around the beach. The return was made over the same route, starting at 4 o'clock.

RESULTS OF E. C. W. RACES

Brooklyn, N. Y.—Sunday, July 9, saw the Empire City Wheelmen conduct a series of short distance handicap races on the Ocean Boulevard course, with George Hess ranking as individual star by taking the one and two-mile races in hollow fashion, beating the club stars rather easily. Hess only recently showed his ability as a rider by winning the 25-mile Coney Island race on Decoration Day, and bids fair to be counted among the top notchers in the metropolitan district. The races run were a one-mile and a two-mile handicap with a two-mile consolation for non-winners. Results of each race follow:

One-Mile Handicap—Won by George Hess, 30 yards; second, H. Lightfine, 50 yards; third, B. W. King, scratch; fourth, R. A. Rom, scratch; fifth, W. Henky, scratch; sixth, J. Riley, 60 yards.

Two-Mile Handicap—Won by George Hess, 50 yards; second, W. Henky, scratch; third, W. Wherry, scratch; fourth, J. Riley, 100 yards; fifth, P. Eiler, 75 yards; sixth, V. Linfante, 100 yards.

Two-Mile Consolation—Won by Phil Eiler; second, William Taylor; third, W. Heichel; fourth, V. Haarstick.

SHORE FANS SEES CYCLIST

Bradley Beach, N. J.—For the first time in ten years the people of Asbury Park and vicinity were given an opportunity to witness bicycle racing, which was held at the Athletic Field on July 4, under the supervision of George Northridge, bicycle dealer of this borough, and much credit is due Mr. Northridge for his untiring efforts in making this event a success.

Although it rained continuously throughout the afternoon the races proved very interesting and if the large attendance is an indication of the favor in which races of this kind is held, it augers well for the continuance of this sport as an annual event in the

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city. Summaries of the various races follow:

Half-Mile — Won by Raymond Heliker; second, Harry Ferguson; third, Eddie Bergoff; fourth, R. Ferguson. Time, :15.

One-Mile—Won by Pio Boton; second, Harry Ferguson; third, Raymond Heliker; fourth, Eddie Bergoff. Time, 3:00.

Two-Mile—Won by Harry Ferguson; second, Raymond Heliker; third, Eddie Bergoff; fourth, R. Ferguson. Time, 6:02

One-Mile Match—Won by T. W. French; second, Harry Ferguson; third, Pearl. Time, 2:55.

One-Mile Match—Won by Harry Ferguson; second, T. W. French. Time, 3:00.

Five-Mile—Won by Eddie Bergoff; second, R. Ferguson; third, Pio Boton; fourth, Rice. Time, 16:15.

AICKLIN WINS FROM SCRATCH

New York City—The results of the Bronx County Wheelmen's races, Sunday, July 2, on Grand Concourse, with twenty members riding, follows:

Point Race (8½ Miles)—Won by E. Aickelin, scratch; second, Wm. Stokes, 30; third, A. Blechert, 30; fourth, F. Osterhammel, scratch; fifth, H. Talg, 2:00; sixth, A. Gunther, 2:00; seventh, F. Welton, 2:30; eighth, J. Cufari, 2:30. Time, 20:30.

Three-Mile, Unpaced—Won by F. Osterhammel, 7:46 3-5; second, J. Kohn, 8:00; third, A. Blechert, 8:11 4-5; fourth, A. Gunther, 8:39 4-5; fifth, H. Talg, 8:44 3-5.

Tonjes Trophy (One-Mile Sprint)—Won by A. Blechert; second, Wm. Stokes; third, F. Osterhammel; fourth, H. Talg; fifth, J. Cufari; sixth, A. Gunther; seventh, J. Welton.

THREE RACES AT BELLEVILLE

Belleville, Ill.—Three races were conducted here by Louis Talbot on June 18. Edwin Conrad won the Class A mile race, G. Krib the Class B, and Lawrence Hartway the Class C. Summaries:

Class A, One Mile—Won by Edwin Conrad; second, Lou Droz; third, Felix Bonzon. Time, 2:45.

Class B, One Mile—Won by G. Krib; second, Arthur Rust; third, W. Schuette; fourth, Albert Brandt. Time, 3:03.

Class C, Free for All Race, One Mile—Won by Lawrence Hartway; second, William Travis; third, Edmund Hottenrath; fourth, Leslie Lang; fifth, Fred Smith; sixth, Elmer Tribout.

CHARLEY EARL A PROMOTER

Detroit, Mich.—Charley T. Earl, the old Kings County Wheelmen star, promoted a fine program of races here on July 4 for the Irish-American Athletic Club. At least 30,000 people were on hand for the events that were held on the quarter-mile cinder track at Belle Isle. The bicycle events resulted as follows:

One-Mile Novice—Won by Sagert; second, Ver Haeghe; third, De Rue. Time, 2:59 4/5.

One-Mile Open—Won by Valentine; second, De Schryver; third, Gronken. Time, 2:52.

Two-Mile Open—Won by Valentine; second, De Schryver; third, Gronken. Time, 5:47.

RACES AT TRENTON, N. J.

Trenton, N. J.—A crowd that was estimated at 10,000 witnessed the races at the Trenton Fair Grounds on Saturday, July 8. The races were run by the Trenton Police. The track was soft for the cyclers. The feature cycle event was the Australian pursuit race between the Unione Sportiva Italiana, New York; Quaker City Cycling Association, Philadelphia; North Hudson Wheelman, of Hoboken, and a mixed team made up of riders from the C. R. C. A., the Bronx County Wheelmen and the C. R. C. of A., the U. S. I. team winning. A. Nieminsky, of Jersey City, won the three other races, Vernal Newcomer, of Philadelphia, finishing second to the winner in the half-mile open and two-mile handicap, while Steve Docci, Philadelphia, was second in the mile race. Bert Marquard, C. R. C. A., was third in the mile scratch and the handicap and O. Shaugnessy, C. R. C. of A., landed third in the half-mile race.

CLARKSON BEST AT SAN ANTONIO

San Antonio, Tex.—Edwin Clarkson, a local rider, rode from Selma to New Braunfels, a distance of 12½ miles, and won the bicycle race held here June 25, doing the distance in 35:30. Others to finish were: Second, Edward Newman, 30 seconds; third, Tom Shannon, 1½ minutes; fourth, Boyd Riggs, 2 minutes; fifth, James Clavin, 30 seconds; sixth, Gus Marales; seventh, Alex Goodman, 30 seconds; eighth, Grant Moore, 30 seconds; ninth, Bill Murgatroyd, 3 minutes.

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ACME WHEELMEN HOLD RACES

New York City—The Acme Wheelmen held their weekly club races on Sunday, July 9, over the Moshula Parkway course. A good field of riders turned out for the sprint and handicap events. A stiff breeze made fast time impossible in the contests.

The first event, the Class B sprint, was won by Arthur Lane, who jumped the field 100 yards from home, beating Andy Geiss, William Schnabel and James Seawell, who finished as named. The Class B sprint at a half-mile was accounted for by John Amabile over Theod. Schliesman and Frank Small. Seawell carried home the honors in the quarter-mile Class B sprint from Salv. Grasso, Art Lane and Thos. Whittard.

The sprint for Class A men at one-quarter-mile was the next event on the long card. In a hard finish Joe Schaefer led John Amabile, Steve Schackinger and Paul Lindau.

The last event was the ten-mile handicap race, the limit being three minutes. Nineteen riders started in this race and nine finished, due to the hard pace. The limit men put up a hard fight to win, but were overtaken in the last two laps by the back markers. Paul Lindau, riding from the one-minute mark, captured the race after some hard riding, going the last two laps alone after overtaking the front markers. Lindau's handicap being one minute, Joe Schaefer riding from scratch was second. Results:

Pos.	Rider.	Hdcp.	Time.
1	Paul Lindau..........	1:00	28:40
2	Joe Schaefer..........	Scr.	28:12
3	Theod. Schliesman.....	Scr.	28:12 1-5
4	James Seawell.........	:30	28:33
5	Steve Schackinger.....	:30	28:33 2-5
6	Art. Lane..,..........	2:00	30:13
7	Hugo Schliesman......	Scr.	28:13 1-5
8	Salv. Grasso..........	1:00	29:13 2-5
9	Frank Small..........	2:45	30:57

Class A Sprints, Half-Mile—Won by John Amabile; second, Steve Schackinger; third, Theod. Schliesman; fourth, Frank Small.

Quarter-Mile — Won by Joe Schaefer; second, John Amabile; third, Steve Schackinger; fourth, Paul Lindau.

Class B Sprints, Half-Mile—Won by Art. Lane; second, Andy Geiss; third, Wm. Schnabel; fourth, James Seawell.

Quarter-Mile—Won by James Seawell; second, Salv. Grasso; third, Art. Lane; fourth, Thos. Whittard.

Standing in points for sprint races:

Froh Trophy, Class B Riders—First, Andy Geiss, 13 points; second, Art. Lane, 7; third, James Seawell, 6; fourth, David Corbett, 4; fifth, Al. Amabile, 4; sixth, Salv. Grasso, 3; seventh, Tom Whittard, 2; eighth, Wm. Schnabel, 2.

Acme Trophy, Class A Riders—First, John Amabile, 8 points; second, Joe Schaefer, 5; third, Steve Schackinger, 5; fourth, Theod. Schliesman, 2; fifth, Paul Lindau, 1; sixth, Frank Small, 1.

Between the sprint and the handicap race a match race for the Championship of the Bakers of the Bronx was held between Joe Nickles, of the Acme Wheelmen, and Thomas Frazer, a cyclist from Scotland. The conditions of the race called for Nickles to give his opponent a handicap of three minutes and to overtake him in 10 miles. Nickles rode a steady, fast pace and passed his rival at 4½ miles in the good time of 9:47.

STEADFAST WINS!

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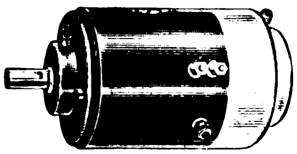

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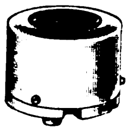

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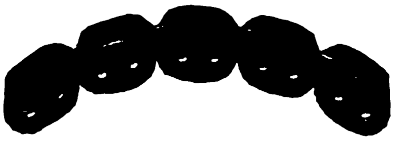

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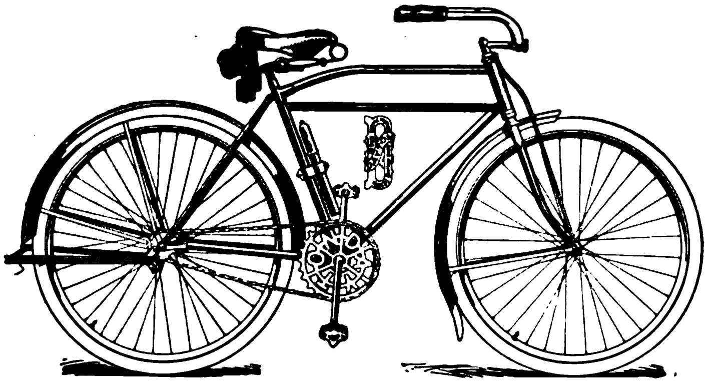

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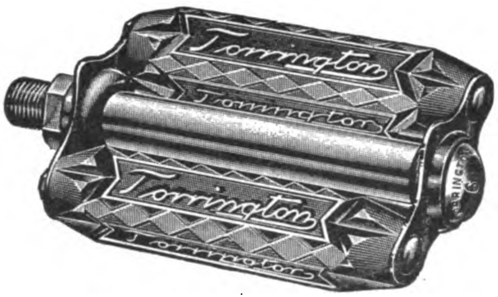
100 LINDEN AVENUE DAYTON, OHIO

Dayton
Bicycles



No. 6 TORRINGTON PEDAL
PATENT APPLIED FOR.

It Has a Wonderful Feature—

RUBBER rods are riveted to the outside brace so by removing the rod nuts on the inside brace, the pedal becomes two component parts. This feature added to the use of the 3-16 inch balls in a container eliminates all possible loss of loose parts when the pedal is for any reason disassembled.

The easy rubber replacement, so popular in earlier models, is incorporated.

Our Torrington imprint on the rubber identifies the quality.

The Torrington line is a good line to stock up with.

THE TORRINGTON CO.,
STANDARD PLANT
TORRINGTON, CONN., U. S. A.

No. 6
Torrington
Pedal
Replaces the No. 4

On the Level

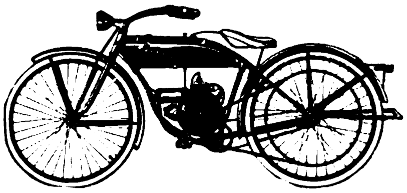
Through mud or on steep hills, it's all the same to an Evans.

At 3 or 35 miles an hour it handles just as easily.

It's an attractive cycle in every way —in looks, in price, in economy and in *sales possibilities for you.*

LET US HEAR FROM YOU TODAY

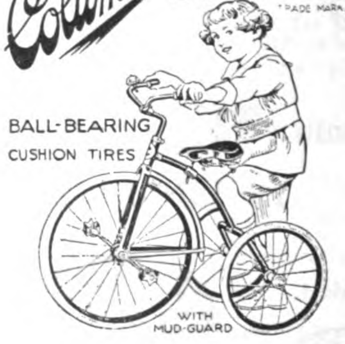
CYCLEMOTOR CORPORATION
ROCHESTER, NEW YORK



RELIABILITY

PROGRESSIVE CYCLE & AUTO SUPPLY CO.
16 Warren Street **New York**

Columbia BOYCYCLE
TRADE MARK



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Just Received a Full Line of
Boycycles—Pedicycles—Pedi-cars
Write for catalogues and quotations.

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Reading Standard

RALLY! RALLY! RALLY!

Everybody's Going to the Rally at Rochester

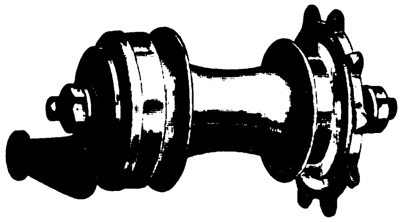
July 31, August 1, 2, 3

Here they can spend their vacation, have lots of fun and meet people from all parts of the country.

BIG HILL CLIMB

Sports of All Kind

Reading Standard Co. Reading, Pa.



CORBIN DUPLEX COASTER BRAKE

Made and backed by Corbin for 21 years. Safe in traffic and responds surely when quick, positive braking is necessary in emergency.

Standard or optional equipment on practically all 1922 makes of bicycles. Performs perfectly as long as the bicycle lasts.

CORBIN SCREW CORPORATION
American Hardware Corporation, Successor
218 High Street, New Britain, Conn.
Branches New York Chicago Philadelphia

HUB-SERVICE

Do you value service?

Do you get your order through on time—as you ordered it and at a fair price?

That Is What Hub Service Means

Our stock of cycle specialties is the largest in the country.

Write for our catalog.

HUB CYCLE COMPANY
19-37 Portland Street
BOSTON MASS.

DEALERS

We issue a Weekly Bulletin, known as the "Broadway Weekly Visitor," listing Bicycle and Motorcycle accessories at rock bottom prices, along with quality merchandise.

If you are not receiving this Bulletin advise us, if you are, send us a trial order by return mail. Then you can see for yourself that all we offer is true.

Broadway Cycle Co
INC. PHILADELPHIA
527 MARKET STREET

WITHOUT EXCEPTION
"STAR"
BALL RETAINERS
Are Standard Equipment in All Bicycles and Coaster Brakes in America

THE BEARINGS COMPANY OF AMERICA
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Western Sales Office:
1012 Ford Bldg. Detroit, Mich.

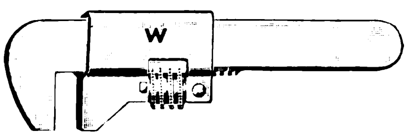
JOBBERS
KEYSTONE SERVICE
DISTRIBUTORS
"ROAMER"—BICYCLES—"GOLD MEDAL"

WE have been in the bicycle business for 25 years. A complete stock means service; a low overhead means low prices on every item we carry. If you appreciate prompt shipments, low prices, courteous treatment we would be glad to hear from you.

MAY WE QUOTE PRICES?

25 YEARS IN THE CYCLE BUSINESS

KEYSTONE CYCLE & SUPPLY CO., INC.
119 N 4th St PHILADELPHIA PA
C A VAN DOREN PRES

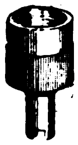


Ask your jobber for our Wald Steel Bicycle Wrench No. 12, made accurately, well finished and nickel plated. Packed one dozen in a box.

This wrench is high in quality and low in price.

WALD MANUFACTURING COMPANY
Dept. F. SHEBOYGAN, WIS.

EMPIRE the tire valve insides and caps with the many exclusive features.

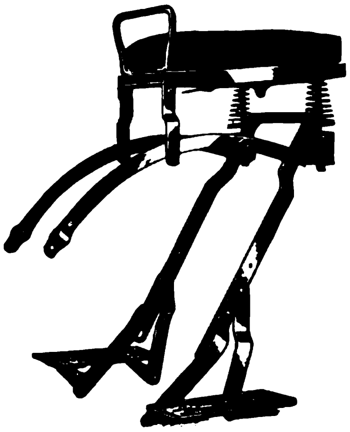


EMPIRE valve caps are "best by test." They are strongly made from a solid brass rod and are absolutely guaranteed to seal air in the tube even if the valve inside should leak.

EMPIRE tire valve insides will fit any make of tube and are guaranteed to be satisfactory—any defective valve being replaced free of charge. Valve seat and outside packing ring make it absolutely air tight.

See These Valve Insides and Caps at Your Dealer.

TRADE EMPIRE MARK REGISTERED
THE EMPIRE SALES CO.
90 Silliman Avenue Bridgeport, Conn.



Specify by name
Insist on the
F-N TANDEM

FENTRESS-NEWTON MFG. CO.
DETROIT, MICH.

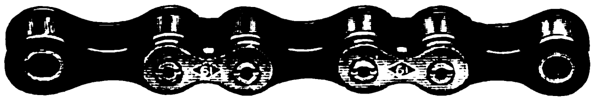
NEW DEPARTURE COASTER BRAKE
The Brake that Brought the Bike Back.

NEW PRICES
GENUINE
RESISTAL
GOGGLES
are now
$5, $2.50 and $2
At Your Dealer's

Take None Without This Label

STRAUSS & BUEGELEISEN
Brooklyn, N. Y.
Dealers: Write for new deals.

DIAMOND
BICYCLE ◇ CHAINS



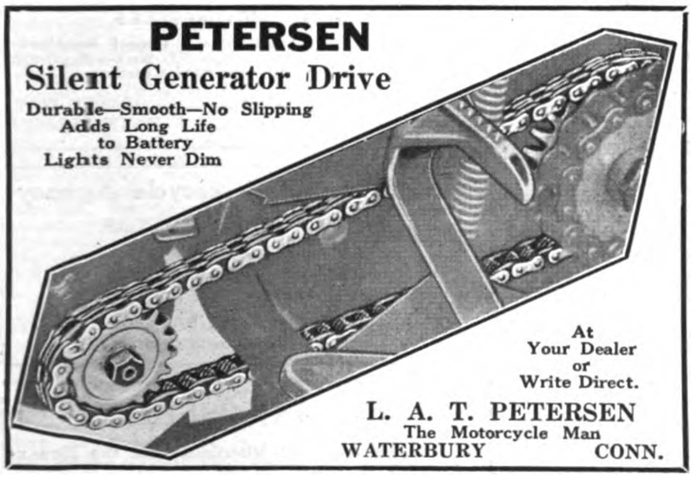
Sell the Best Chain

DIAMOND No. 61 is the masterpiece of bicycle and chain manufacturing—the best chain that 32 years of specialized experience has produced. It makes a worthy companion to the world's best bicycles. Riders everywhere prefer this chain. They like its lighter weight, greater strength, better finish and its easier running, longer-wearing qualities. They know it gives them greatest service value for their money.

Dealers find it a very profitable chain to handle. It sells steadily and readily to the best class of riders. And in summer there is a greatly increased demand for this quality bicycle chain. Re-order DIAMOND No. 61 from your jobber today. Display and push this chain NOW, and you'll get a big share of the good chain business in your town.

Diamond Chain & Mfg. Co., Indianapolis, U. S. A.
Makers of High Grade Chains Since 1890

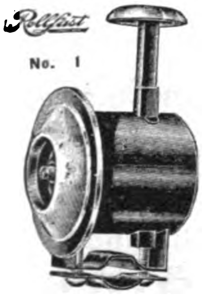
PETERSEN
Silent Generator Drive



Durable—Smooth—No Slipping
Adds Long Life
to Battery
Lights Never Dim

At
Your Dealer
or
Write Direct.

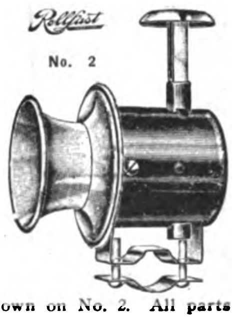
L. A. T. PETERSEN
The Motorcycle Man
WATERBURY CONN.



Rollfast
No. 1

New and Improved
Rollfast
Made to last

Bicycle Horns



Rollfast
No. 2

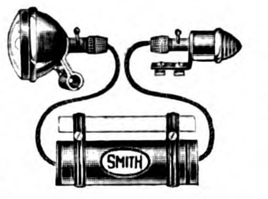
Rollfast No. 2 Horn vibrates on both up and down strokes. Has no dead center. Few working parts. No springs or delicate parts to break, get out of order or cause trouble.

Rollfast No. 1 Horn is the same as No. 2, but has no megaphone as shown on No. 2. All parts are interchangeable.

D. P. HARRIS HARDWARE & MFG. CO.
99 Chambers St., at Church New York City

SMITH
Bicycle and Motorcycle Lamps

Electric Head and Tail Lamp Set

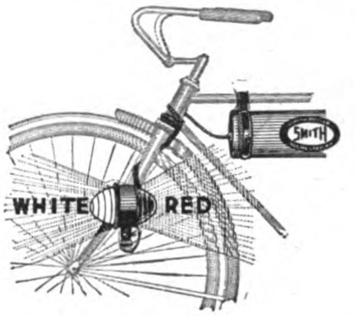


No. 3045. The last word in complete bicycle lighting equipment.

Comprises No. 30 head and No. 45 tail lamp, each fitted with 1.5 v. Mazda bulbs, operating from 2 batteries end to end in two cell container. Special wiring furnished.

List, $4.00

Electric Bicycle Head Lamp



No. 35 Equipment —2½" etched dome lenses, cable, Mazda bulb and container for one or two dry cell batteries—state which. No batteries furnished. Black japan finish.

List 1 cell $2.25
List 2 cell $2.50

F. A. Smith Manufacturing Co.
ROCHESTER NEW YORK

GOTTLIEB & BARNETT

57 WARREN STREET, NEW YORK

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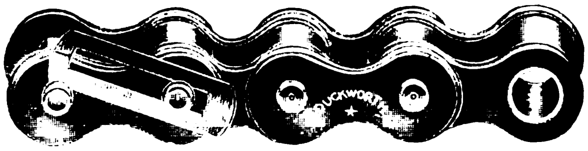
IN

BICYCLE AND
BABY CARRIAGE SUPPLIES

WHOLESALE EXCLUSIVELY

DUCKWORTH MOTORCYCLE CHAINS



The Choice of the Leading Manufacturers
"HARLEY-DAVIDSON" "INDIAN"
"ACE" "HENDERSON"
"EXCELSIOR" "READING-STANDARD"
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All Equipped with DUCKWORTH Chains

DUCKWORTH CHAIN & MFG. CO., SPRINGFIELD, MASS.
The Largest Manufacturers of Motorcycle Chain in the World

Dealers' and Distributors' Directory

MOTORCYCLE CYLINDER GRINDING

We have installed the latest and most modern Cylinder Grinding equipment for motorcycle work.
Oversize Pistons and Rings fitted.

48-HOUR SERVICE

Special light weight pistons supplied at a slight additional cost.

WRITE FOR PRICES
Special Discount to Dealers

ALEXANDER KLEIN
2216 N. BROAD ST., PHILADELPHIA, PA.

THE MOTORCYCLE SALES AND SERVICE STATION

Is the largest exclusive Motorcycle Repair Shop in the East having the special equipment necessary for all kinds of motorcycle work.

DIFFICULT REPAIRS A SPECIALTY

Particular attention given to out-of-town work.

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PHILADELPHIA, PA.
(Alexander Klein, Proprietor)
OFFICIAL INDIAN SERVICE STATION
FOR PHILADELPHIA COUNTY

B. A. SWENSON, 522 BROAD STREET
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Second-Hand Motorcycles wanted in trade for Indians. Complete stock of Indian parts.

Mail orders receive prompt attention.

Tel. 332 **E. FULGUM**

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MOTORCYCLES

Parts — Battery Service Station
Repairs — Schebler Service Station
218 Washington St. — Peekskill, N. Y.

Newark Motorcycle Repair Co.

EXCELSIOR AND HENDERSON
MOTORCYCLES
BICYCLE AND MOTORCYCLE
ACCESSORIES

Tel. 8660 B B
32 Park Avenue
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Repair work called for and promptly attended to on all makes of machines. No distance too great.

Excelsior and Henderson Motorcycle Parts

For All Models

If you want quick service, send us your order.
All goods shipped day order is received.
Regular discounts to dealers.

THE
Kellogg Mfg. & Sales Co.
BRIDGEPORT CONN.

Excelsior & Henderson

Parts, Repairs and Supplies

DRISCOLL & JEANROY
200 W. 126th St., N. Y. Tel. 3352 Morningside
DAYTON MOTOR BICYCLES

BICYCLES

DAVIS
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WHITE FLIER TIRES ACCESSORIES
EXPERT REPAIRS
(Two minutes from railroad station)

NASH CYCLE CO.
122 SOUTH WASHINGTON AVE.
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Dealers

who advertise here are in the limelight and have raised themselves above the level of the unknown among the cycle dealers.

Advertising here pays — because the manufacturer and wholesaler are always keeping their eyes open for live, wide-awake, KNOWN DEALERS when they have valuable agencies, sub-agencies, big job lots, etc., to place.

Riders, too, want to deal with the KNOWN DEALERS.

Price for space nominal. Write Motorcycle & Bicycle Illustrated, 920 Broadway, New York.

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NORANTONIO CYCLE CO.
BICYCLE REPAIRING
Agents for Bianchi and B. S. A. Bicycles
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AGENT

Indian Motorcycle
Evans Power Cycle
Briggs Stratton Motor Wheel

Bicycles, Rangers, Dayton, Columbia, Pierce Arrow, Indian and other makes.

Parts and Repairing

Flushing Motorcycle Exchange
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30 Main Street — Flushing, N. Y.
Telephone 498J

TOWNER BROS.

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For Most of Western New York
CLEVELAND Motorcycles and
DAYTON Bicycles.

Parts for All MACHINES
Expert REPAIRING
Visiting Riders WELCOME
940 Jay Street — 179 Lyell Avenue
Both Stores on Niagara Falls Route. Bell Phones.
ROCHESTER, NEW YORK

Cleveland
NER-A-CAR
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KING OF THE ROAD
ACE 1922 4-Cylinder ACE

Convenient Terms and Prompt Delivery

Used Machines and Side Cars

HAVERFORD CYCLE CO.
910 Broadway — Brooklyn
Near Myrtle Avenue Station
OPEN EVENINGS
378 Broad Street — Newark, N. J.

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Brazing, Welding — Parts, Accessories — General Machine Work—Repairing
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Boulevard and Zabriskie St. — JERSEY CITY
Tel. Webster 3959 — NEW JERSEY

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INDIAN MOTORCYCLES
Parts and Supplies
Repairs on All Makes of Motorcycles
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Cor. 162nd Street — NEW YORK CITY
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165th Street and Webster Avenue, N. Y.
Telephone Jerome 2822

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HENDERSON and
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MOTORCYCLES

Largest Stock Bicycles and Motorcycles in N. J.
AGENTS WANTED — Tel. Market 1330
488 BROAD STREET — NEWARK, N. J.

Dealers' and Distributors' Directory

AUTHORIZED AGENCY
Harley-Davidson Motorcycles
and
Iver Johnson Bicycles
Complete stock of genuine parts and accessories.
HARRY ISON
Bridge Plaza North, Long Island City
Phone: Astoria 3025

STEINFELD & CO.
576 WESTCHESTER AVE.
NEW YORK
EXCELSIOR AND HENDERSON DISTRIBUTORS FOR THE BRONX
Supplies and Parts Always on Hand

Expert Repairing
GENERATORS
Factory-Trained Mechanics
Quick Service, Low Prices
Special Rates to Dealers
HOLLAND & BUSH
787 Main Street, Bridgeport, Conn.
H. R. PECK, Manager
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HENDERSON PARTS
(new) for 1917, 1918 Machines, worth $300.00, for $50.00 cash. All other odd parts in lot. Have gone out of motorcycle business. Reference: National Security Bank at Franklin and Girard Avenue.
Daniels, 1216 W. Girard Ave., Philadelphia, Pa.

HOME TRAINERS
$47.00 F. O. B. Phila.
HARLEY CYCLE COMPANY
2636 Braddock Street Philadelphia, Pa.

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ONE INSERTION THREE CENTS A WORD; MINIMUM 50c.

MORE THAN ONCE TWO CENTS A WORD PER ISSUE.

FOR SALE—The largest stock of motorcycle parts in the world is at your disposal via Uncle Sam's mail. Orders filled same day as received or money refunded. Parts for Excelsior, Henderson, H. D.; Indian can be supplied both new and used. We also have a large stock of all old parts both new and used for the Yale, Thor, Jefferson, Pope, Eagle, M.M., Arrow, De Luxe, and Dayton. If you are unable to give catalog number and name of part, better send in old one to avoid mistakes. Quotations cheerfully made. A cash deposit sufficient to cover transportation charges both ways must accompany all orders. Two and three speeds, cylinders, crank cases, frames, clutches, speedometers, and lighting equipment, both new and used, at a big saving. If you have anything to sell, give us complete description and lowest price in first letter. Motors, magnetos, and carburetors overhauled right by the best mechanics in the shortest period. All work guaranteed. Address all communications to MOTORCYCLE PARTS MFG. CO., 2030-36 WABASH AVE., CHICAGO, ILL. T.F

FOR SALE—"ATTENTION, MOTORCYCLE RIDERS!" Send for our "MONEY SAVING MESSAGE TO THE MOTORCYCLIST" (illustrated). It will save you money on accessories, tires, repair parts, etc. Many used parts, such as magnetos, transmissions, frames, at a big discount. Our Repair Department is at your service. Our large stock of Motorcycles, Motor Attachments and Bicycles, must be sold at once. Prices at less than half. Send for Big Bargain Bulletin. AMERICAN MOTOR CYCLE COMPANY, 2043-5 W. Chicago Avenue, Chicago. T.F.

MANUFACTURERS and DEALERS having job lots of Bicycle Accessories can obtain quick cash. S. Astor, 49 East 120th Street, New York City. 8-17

MOTORCYCLE AND BICYCLE business for sale in city of 45,000. Low rent, well stocked for general repairing. Welding, Vulcanizing and Battery Repairing. Inventory $1,900. Have agency for leading motorcycle. Reason for selling—aviation business. Box 37, care Motorcycle and Bicycle Illustrated, 920 Broadway, New York.

PARTS—New and Used, for Indian, Thor, Merkel, Miami, Pierce, Curtis, F-N, Royal Pioneer. All makes of Coaster Brakes. All types Eclipse Clutches. THE SUMMIT CYCLE CO., Jersey City, N. J. T.F.

MECHANIC WANTED—On Harley-Davidson Motorcycles. Must be experienced on motor and generator work. Steady job for good man. Box 38, care Motorcycle and Bicycle Illustrated, 920 Broadway, New York. 7-27

Advertising in these classified columns brings quick results at lowest possible cost. Not a week passes but someone writes us: "Chance our ad; we've closed out the goods we've been advertising," or "we've got the man we wanted," or "we've got the job we wanted." Why not send us copy for your ad today—Now? Rates given in heading.

Address,
Motorcycle & Bicycle Illustrated
920 Broadway New York

FOR SALE—Motorcycle and Bicycle Business. Sell for inventory. Selling on account of other business. Established for ten years. WARD BROTHERS, 212 Broadway, Camden, N. J. tf.

ATTENTION TO BICYCLE DEALERS AND REPAIRMEN—Spare frames, brand new, drop guards, drop frame, 20 inch, in assorted colors, complete with one-piece hangers and forks, $9.00. MYEROW BROTHERS, 258 Columbus Avenue, Boston, Mass. 8-11

BARGAIN SALE! TO REDUCE OVERSTOCK

Mercury Wheel Discs (old type that fit under the rim) Olive Drab or Red Color, per wheel	$2.50
Springs for Rogers Sidecars, 3 leaf, full length, complete. Each	$5.00
Sidecar Luggage Carriers, to fit all sidecars. Each	$2.00
Sidecar Child's Seats, round stool type, adjustable. Each	$1.50
Sidecar Tire Racks, per set complete	$2.50
Tire Covers, Black, 28x3, 26x3 or 27x3½. Ea.	$1.25
Reflex Spark Plugs, metric thread only. Ea.	$0.25
Auto Tops for Sidecars, National and H. D. Touring, best quality, complete with windshield. Each	$15.00

Also send to us for bargain prices on second-hand sidecars. Mail orders filled same day received. DEALERS—send to us for special prices.

SHILLAN, BECK & COMPANY, INC.
68 East 131st Street New York, N. Y.
T.F.

FOR SALE—Well established Motorcycle and Bicycle business in prosperous town near New York of eight thousand people. Indian and Iver Johnson Agency. Will sell for inventory. One half down, balance in six months or one year. Value $2,500 or $3,000. Exceptional opportunity. Owner has other business which requires his attention. Address BOX 36, care MOTORCYCLE AND BICYCLE ILLUSTRATED, 920 Broadway, New York City. 7-13

FOR SALE—I will sell my place of business. City of 20,000. Motorcycle and Bicycles, no opposition. Three agencies for leading motorcycles. Retiring from business. $1,500.00 will handle. Box 39, care Motorcycle and Bicycle Illustrated, 920 Broadway, New York. T.F.

INDIAN BICYCLES—Brand new, in original crates. Model 110 Roadster in 20 and 22 inch frames. List Price, $50. Our Price, $27.50. Model 111 Motobike in 19 and 21 inch frames. List Price, $60. Our Price, $30.00. MYEROW BROTHERS, 258 Columbus Avenue, Boston, Mass. 8-11

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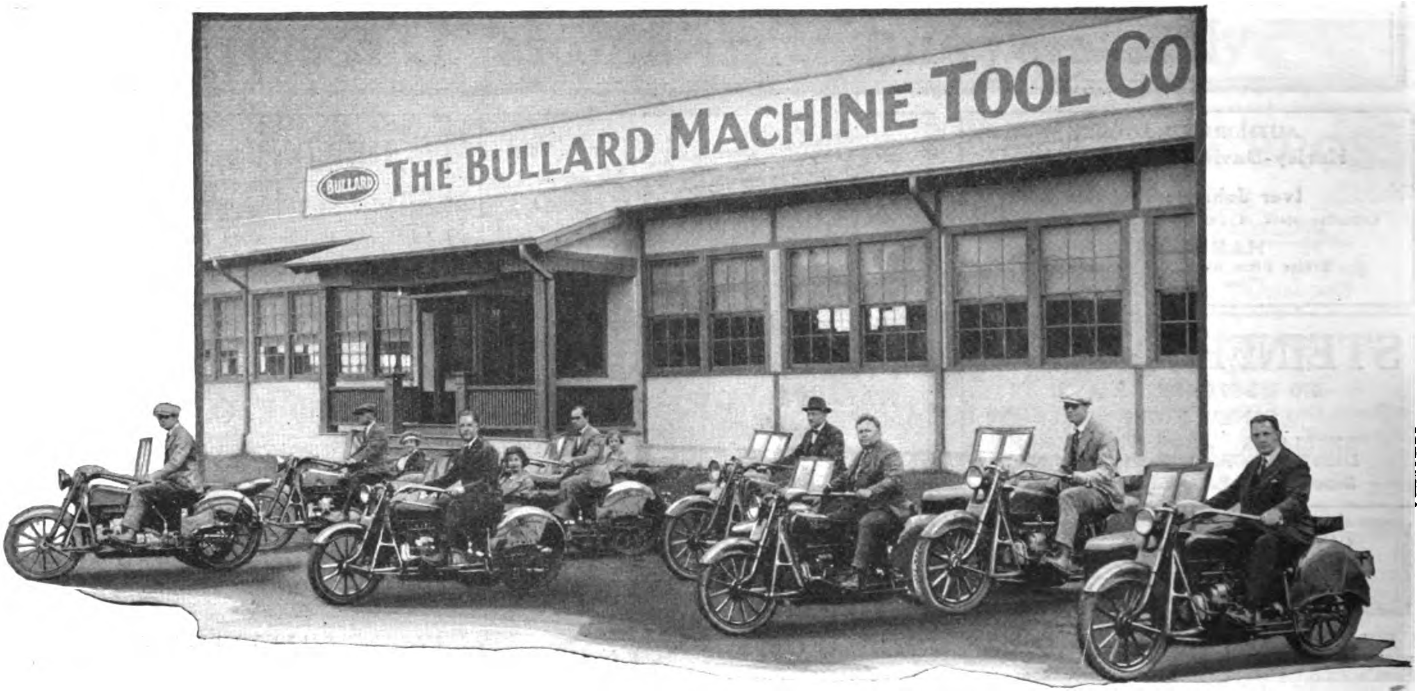
Pin a Check, Money or Express Order for $2.00 to this advertisement ($3.00 foreign), fill out this blank, cut out and mail both to us for one year's subscription to

MOTORCYCLE AND BICYCLE ILLUSTRATED

Name .... *Address* ....

City .... *State* ....

MOTORCYCLE AND BICYCLE ILLUSTRATED
920 Broadway, New York


THE BULLARD MACHINE TOOL CO
BULLARD

They're Coming—

Those Militors

The first shipment of Sinclair Militors has been delivered—ten cars that spread a new doctrine in design, performance and economy.

More are on the way. Production is increasing as enthusiasm is spreading.

The "arrival home" of Militor No. 156 was an event in a Massachusetts town.

"I never thought I would ever own a car so wonderful as this," said its owner, as he completed 150 troubleless, happy miles.

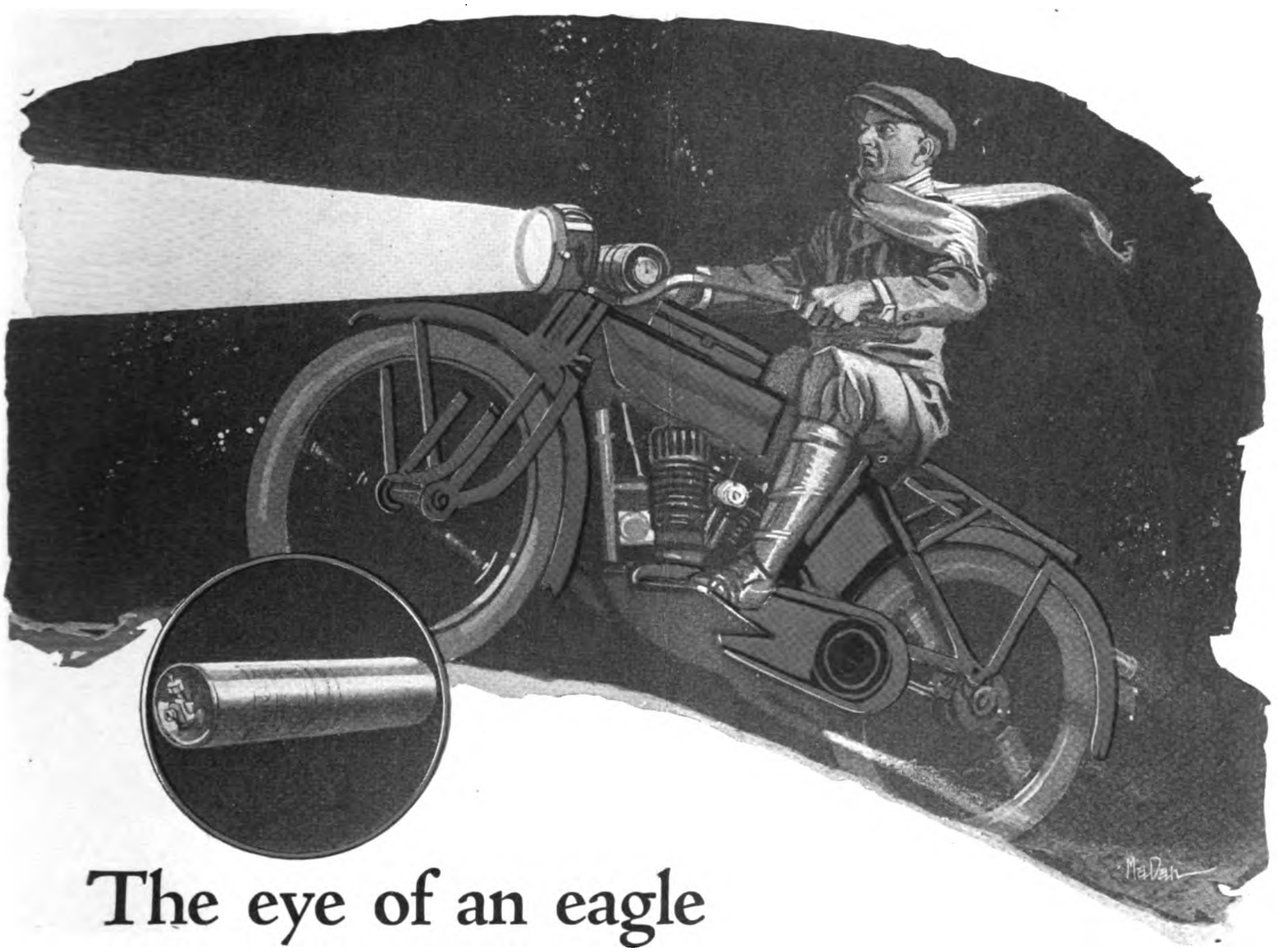
When the first Militor comes to your town see it.

Dealer correspondence invited

SINCLAIR MILITOR CORPORATION

***Sales Offices:* 347 Madison Ave., New York *Plant:* Bridgeport, Conn.**

Automobile construction
3 speeds forward and reverse
50 miles per gallon of gas
900 miles per gallon of oil
14,000 to 18,000 tire mileage
3 to 65 miles per hour
22.5 H.P. (Block Test)
Shaft Drive
Multiple Disc Clutch
4 cylinder engine
Overhead valves with demountable heads
Illuminated instrument board
Splitdorf generator
Berling magneto
Wico storage battery
Cantilever springs
Kingston carburetor
One piece understructure
Nickel chrome gears
Shock absorbing front axle
Running board foot rests
Direct pressure feed system
3 bearing crank shaft
66 inch wheelbase
28x3 U. S. non-skid tires
Stewart speedometer



The eye of an eagle for the black of the night

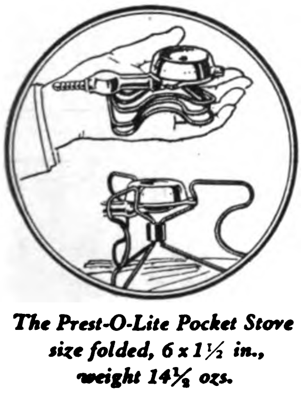
What great stuff it would be for those who ride the roads at night if their eye could pick out the bad spots with daylight clearness — if there was radiant brightness always on the road ahead. Not a harsh, blinding glare, but a soft, mellow beam of "sunlight" 200 feet long and full road width. That's what you actually get when you equip your motorcycle with

Prest-O-Lite Gas

20 Hours of "Sunlight" in a little "Handlebar" Tank

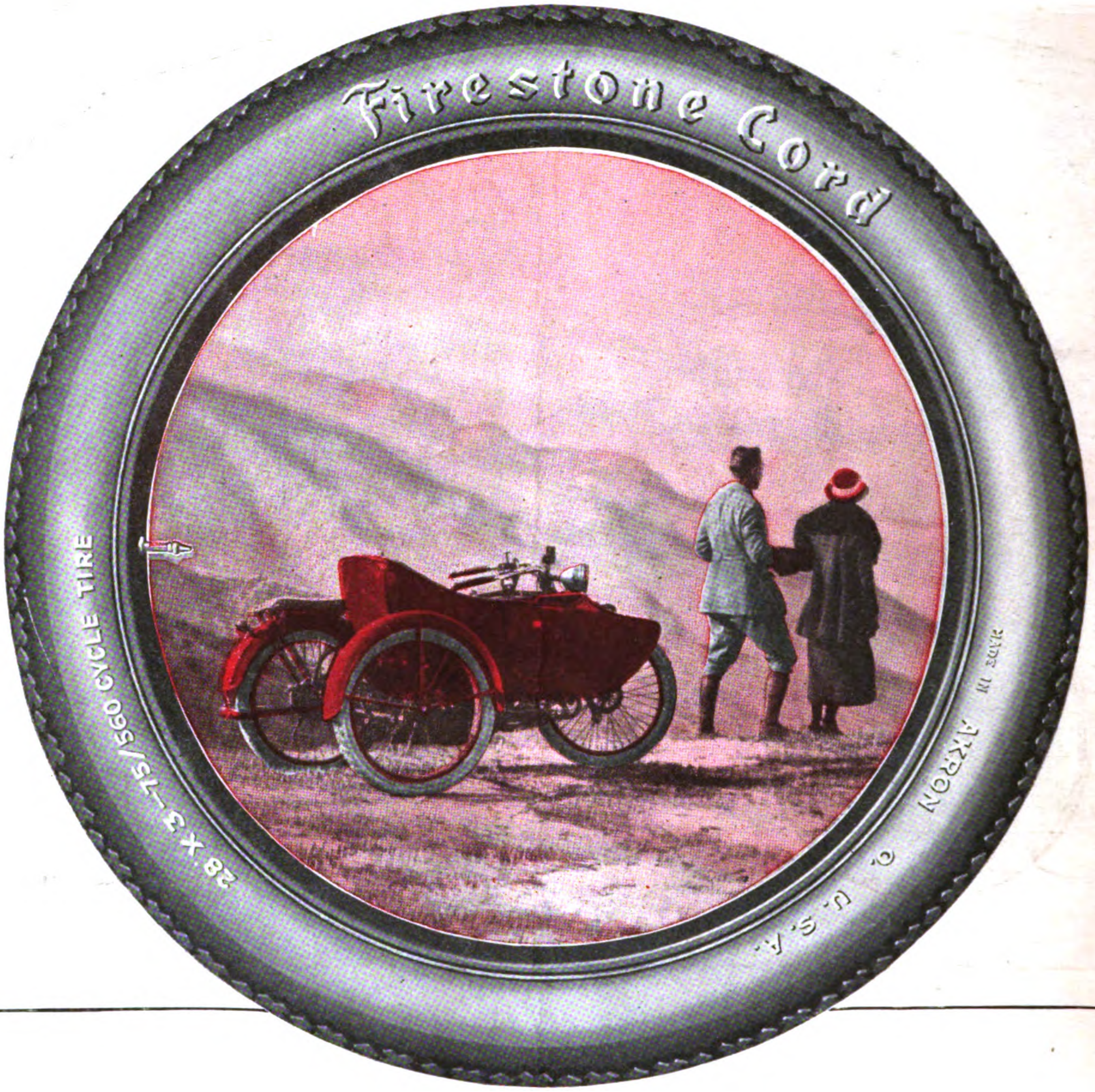
If you happen to own a motorcycle whose maker failed to equip it with Prest-O-Lite Gas Lighting, you've a new satisfaction coming to you that you ought to collect — a care-free confidence in the ruggedness and efficiency of your lighting system that you've never known. For there's nothing to break, wear out or bump out with Prest-O-Lite Gas. It *does* stand the gaff; outlives the motorcycle, as many thousands of riders will tell you. And it's legal everywhere.

More than 22,000 stores and garages are Prest-O-Lite Gas Service Stations; sell the gas and equipment you want. Go and find out about it now — get right for the season's riding. Put America's oldest and greatest service to motorists behind your headlights.



The Prest-O-Lite Pocket Stove
size folded, 6 x 1½ in.,
weight 14⅞ ozs.

THE PREST-O-LITE COMPANY, INC.
Small Tank Sales Dept.
General Offices: Carbide and Carbon Building, 30 East 42nd Street, New York
599 Eighth Street, San Francisco
In Canada: Prest-O-Lite Company of Canada, Ltd., Toronto



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Firestone

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Motorcycle & Bicycle ILLUSTRATED

America's Greatest Cycling Magazine

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is coming
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in next week's issue
of this paper—

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The World's Largest Builders of Motorcycles & Sidecars.
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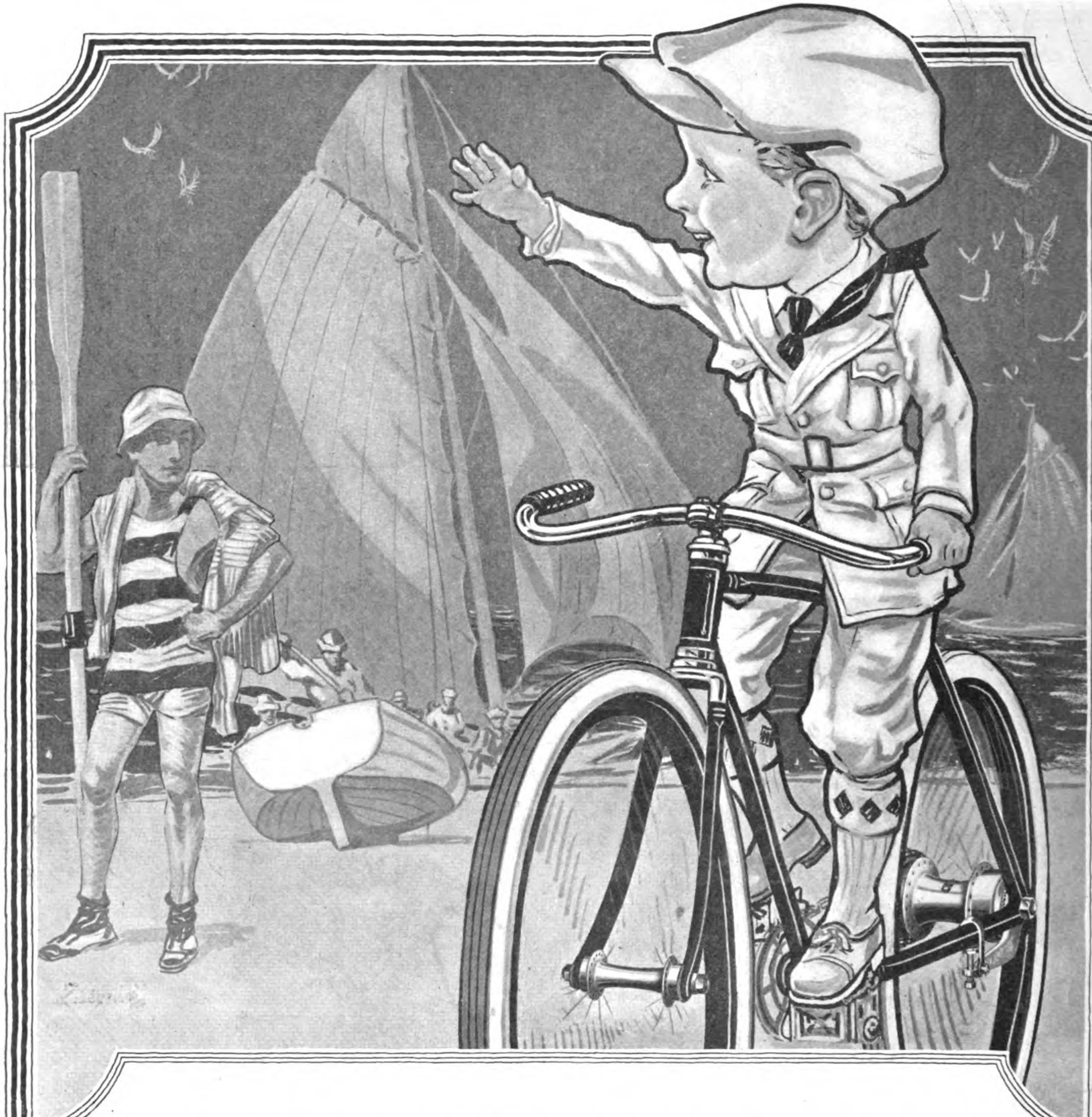
FIFTEEN CENTS NEW YORK JULY 20, 1922



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All-steel-strong, sturdy in every way, mechanically perfect, splendidly finished, it is not at all surprising that New Departures have for years been in such great demand by bicycle riders.

The bicycle dealer who is so short sighted as to buck this demand, is hurting himself and helping his competitor who sells New Departure equipped wheels.

The New Departure Manufacturing Company, Bristol, Connecticut

Motorcycle & Bicycle ILLUSTRATED

Vol. 18 *July 20, 1922* *No. 29*

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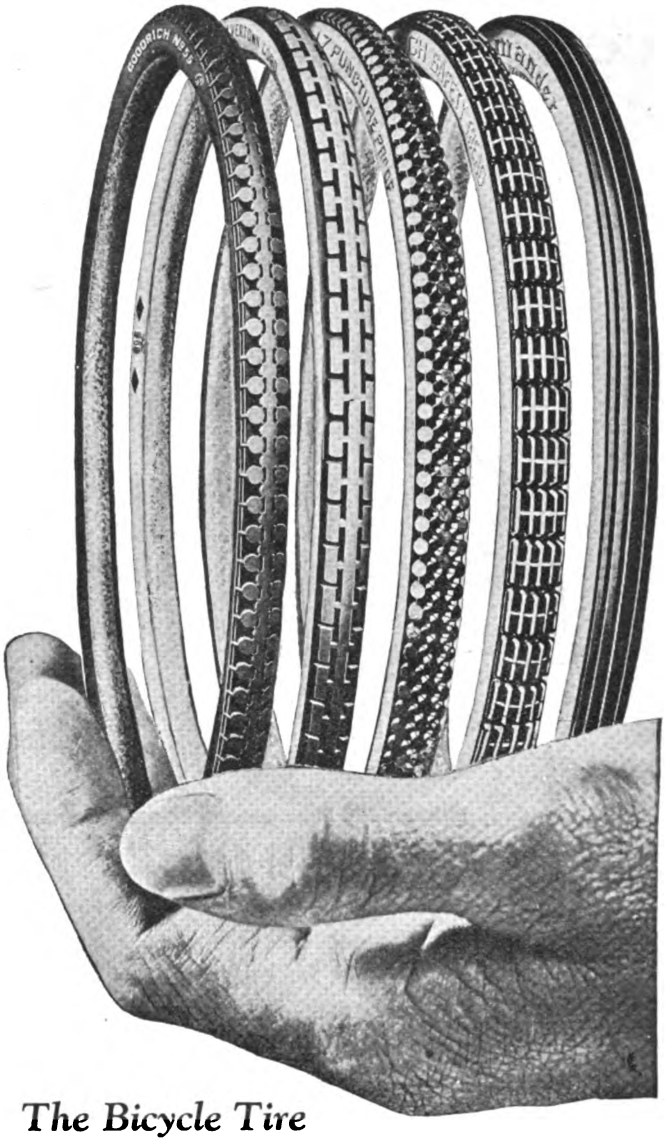

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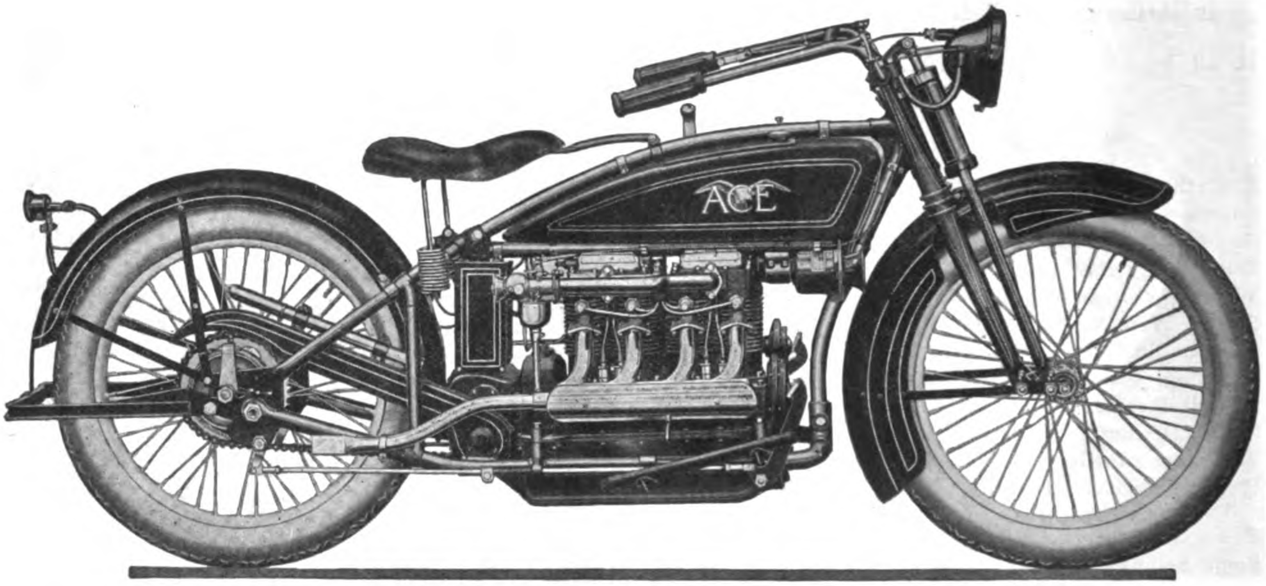

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Of course you are going to the M. & A. T. A. RALLY at Rochester, July 31—Aug. 1-2-3.

There should be no question in your mind about attending it.

When you realize how wonderful a program has been arranged, it will be as hard to stay away as it is for anyone to be without Traxion Tread Tires!

UNITED STATES RUBBER COMPANY
US
RUBBER SYSTEM
AND ASSOCIATED COMPANIES

Motorcycle & Bicycle
ILLUSTRATED

VOLUME 18
New York, July 20, 1922
NUMBER 29

Everything *is* Ready *for the* Rally

All Hatchets Buried We Are Going to be Just One Big Happy Family for Whole Week—Music, Dancing, Feasting, and Sports for All

By W. H. Parsons

EVERYTHING that can possibly be done in advance to insure a good time for the riders from all parts of the country who attend the National Motorcycle Rally at Rochester, N. Y., July 31, August 1-2-3, has been arranged for. The final details were outlined at a combined meeting of the M. and A. T. A. directors and the Rochester committee, at the Hotel Seneca, Rochester, last Friday. So far as careful preparation, unstinted enthusiasm, and hard work, and a generous expenditure of money by the manufacturers can go, the success of the rally is assured. It only remains for the riders and the dealers to make the most of the big outing the manufacturers have arranged for them.

For the week of the rally all hatchets have been buried. It is distinctly agreed that no manufacturer shall in any way seek to turn the rally into personal advertising. There will be no exhibits of machines or accessories, no advertising banners or other advertising stunts. Everyone is going to forget that there is any such thing as a name plate. A motorcycle is a motorcycle and a motorcyclist a motorcyclist and we are going to be one big family for a whole week and see what comes of it.

On Monday, the first day of the rally, it is expected that the tourists will begin to arrive. Indeed, it is likely that some of them will get in Sunday night, though no special provision has been made for them, they will not be left out in the cold over night.

Special effort has been made to get the riders to file their reservations in advance. Those who do will find they have saved themselves considerable time and bother when they arrive at the rally headquarters, for those who have registered in advance, will find their reservation card and identification badges all made out and waiting for them. Those who fail to register in advance will have to wait until the stenographers can get the cards filled out.

NATIONAL RALLY PROGRAM

MONDAY, JULY 31

(Registration Day. Get Acquainted)

12—Luncheon.
3 to 5—Band concert, dancing.
7 to 11—Band concert, dancing.
8—Moving pictures.

TUESDAY, AUG. 1

7—Breakfast.
9—Outdoor sports.
12—Lunch.
2 to 4—Band concert, dancing.
2:30—Outdoor sports.
6—Dinner, Park Restaurant.
7:30—Moving pictures and vaudeville.
7 to 11—Band concert, dancing.

WEDNESDAY, AUG. 2

7—Breakfast.
9—Outdoor sports.
12—Luncheon.
3—Parade to Durand-Eastman Park.
7 to 11—Dinner and band concert at Sea Breeze.

THURSDAY, AUG. 3

7—Breakfast.
9—Outdoor sports.
11—Start for Hill Climb.
6:30—Dinner.
7 to 11—Band concert.
8—Moving pictures.

FRIDAY, AUG. 4

7—Breakfast. Break camp. Home, Sweet Home.

On Monday afternoon and evening there will be band concerts, the Rochester committee having engaged one of the snappiest concert and dance bands in the East to provide the music. The dance floor will accommodate 1,000 dancers at one time so no one will be crowded. Monday evening there will also be a moving picture show, which will include comedy, news, hill climb and motorcycle polo pictures.

Meals will be served at a cafeteria on the grounds at popular prices and on Tuesday and Wednesday evening all registered riders will be guests of the M. and A. T. A. at dinner, the Tuesday dinner being served at the park restaurant and the Wednesday dinner at Sea Breeze Park.

Tuesday and Wednesday, both morning and afternoon and Thursday morning there will be all sorts of outdoor sports and games, details of which are outlined on another page of this issue. Every afternoon and evening except Thursday afternoon, when all will be at the hill climb, the band will provide a concert, and dancing will be in order.

Sleeping accommodations as well as restaurant facilities will be first class. The committee has arranged for comfortable cots with spring and pad, and riders who do not bring blankets of their own can rent them on the grounds.

There will also be a commissary department from which such things as towels, soap, toilet articles of all kinds, and bathing suits may be purchased at moderate prices, by those who do not wish to bother to bring their own along.

Riders who register will be furnished with cots, will be guests at the Tuesday and Wednesday dinners and will be admitted free to the hill climb, all for the $3 registration fee. This means four nights' lodging, two big dinners and a hill climb admission for the $3 fee, which is, of course, much less than actual cost. The balance is being made up by contributions from the manufacturers.

An official program will also be issued, and in this, besides provision for keeping score on the hill climb, will be published the traffic regulations of Rochester, so that visiting riders may not run foul of them. Roads for a radius of 100 miles into Rochester will be posted with Rally signs.

The hill climb will be on a young mountain at Egypt, N. Y., about 15 miles from Rochester. It will start at 1:30 Thursday afternoon. The cafeteria will be prepared to sell box lunches to those who wish to take them along and there will be soft drinks and hot dogs at the hill.

Southern Rally Tour Schedules

THE Southern tour to the Rochester Rally, under the auspices of A. G. Aldrich, is scheduled to leave Washington, D. C., July 29 at 6 a. m., standard time. The riding schedule will be more or less elastic, according to the road conditions encountered, but it is planned on maintaining an average of 22 m. p. h. for a day's ride, allowing one hour for noonday meals.

The trip, as planned, will cover a mileage of nearly 500 miles, and it is planned to make the night stop for the first day at Scranton, about half way to Rochester. A reasonable pace will be maintained, and if a town is reached ahead of scheduled time the tour will wait until regular time of departure for any riders delayed through tire trouble or otherwise.

In picking the route for the trip it was found necessary to go somewhat round about as the direct route through Harrisburg, Williamsport and Elmira consisted of much dirt road, with detours due to washouts and road construction. Consequently the trip will take in Baltimore, York, Reading via Lancaster, Pottsville, Tamaqua, Wilkes-Barre, Scranton, Binghamton, Owego, Elmira, Watkins, Canandaigua to Rochester.

It is desired that those riders from the towns enroute try and make the trip with the regular tour, and be prepared to swing in promptly with the tour as it passes through their town. All local delegations should select their tourmasters at once, and get in touch with A. G. Aldrich, Grand Tourmaster, 11 Broadship Road, Dundalk, Md., advising him of their plans. If you are going alone write to him just the same so the place of meeting can be arranged. Do not hesitate to bring camping outfits if you have them. It is highly desirable that riders from the different towns try and display pennants or markers with the name of their towns as means of identification and advertising as well.

G. C. (Clayton) Sandruck has been appointed local tourmaster for Baltimore and F. L. Leishear tourmaster for the Washington delegation. York, Reading and other towns are yet to be heard from. Please write Tourmaster Aldrich at once if you have not done so, and by all means fill out and send the card to Mr. Coffman in Chicago. Following is tentative route and schedule which will be adhered to unless found impossible while enroute.

First day, July 29:—

Leave Washington, D. C., 6 a. m.; Baltimore, Md., 8 a. m.; York, Pa., 10.20 a. m.; Lancaster, Pa., 11.30 a. m.

Arrive Reading, Pa., 1.00 p. m. (dinner).

Leave Reading, Pa., 2.00 p. m.; Pottsville, Pa.; Tamaqua, Pa.; Wilkes-Barre, Pa.; Scranton, Pa., 6.00 p. m. (night).

Second day, July 30:—

Leave Scranton, Pa., 6 a. m.; Binghamton, N. Y., 8.40 a. m.; Owego, N. Y.

Arrive Elmira, N. Y., 11.30 a. m. (dinner).

Leave Elmira, 12.30 p. m.; Watkins; Penn Yann; Canandaigua; arrive Rochester, N. Y., 5.30 p. m.

CHICAGO TOURISTS START JULY 28

GENERAL TOURMASTER W. G. PAULSON announces the tentative route of the Rally Tour from Chicago as follows.

Start from Chicago, Friday, July 28, 8th St. and Grant Park, at 7 A. M. sharp, Chicago daylight saving time. Proceed down Michigan Blvd. to 55th St., then out through Washington and Jackson Parks through South Chicago to Whiting, Gary, Michigan City and South Bend, stopping for dinner at South Bend. Leaving South Bend proceed to Goshen, Ligonier, Kendalville, making Kendalville the night stop. Total mileage for the first day, approximately 185.

Second day, Saturday, July 29, leave Kendalville 6 A. M., proceeding to Toledo by way of Bryan. Arrival at Toledo will be noon stop. Arrangements will be made to pick up anyone who will want to join the tour. Tourists from the vicinity of Toledo who want to join the tour can make their headquarters at Oberwegner Motor Shop. Immediately upon arrival, the tourmaster will communicate with Mr. Oberwegner. From Toledo the route leads via Fremont, Bellevue, Norwalk and to Elyria, which will be the stopping place, Saturday night, July 29, and tourists who want to join there can get in touch with the tour through their dealers. Upon arrival, the tourmaster will communicate with the different dealers and arrange to pick up anyone who wants to join. The second day's tour will be approximately 208 miles.

Sunday morning, July 30, the tour will proceed along the shore of Lake Erie to Buffalo, leaving Elyria at 7 A. M., making Erie the dinner stop. From Erie to Buffalo is over good road, and this should be one of the most enjoyable parts of the trip. The mileage is 222 miles. The trip Monday from Buffalo to Rochester will be made via Niagara Falls. The tourists will reach Rochester Monday afternoon.

It is impracticable to try to work out a detailed schedule closer than this. The mileages given in the route books are not altogether correct, for many of them are taken from city limits to city limits. A running schedule of around 20 miles an hour will be maintained, which can be increased to 25 on good stretches of road and cut down on any bad going. In case of punctures or other repairs, it is impracticable to stop the whole tour. For this reason, each rider will be assigned to a partner, who will stick with his pal and help him out in case of any road trouble.

As an alternative, riders can take the boat from Cleveland to Buffalo, enjoying a night ride on the lake, and saving a whole day's riding. The boat leaves Cleveland at 8 P. M. and reaches Buffalo at 8 A. M. The charge for staterooms is $3.50, fare $4.50, and a charge of $5 is made for transporting the machine.

TWO ROUTES FOR NEW YORK TOURISTS

AT the request of Chairman A. B. Coffman, Cal Webber submits suggestions for two routes from New York to Rochester, one along the Hudson, all in New York State, and the other through New Jersey via Binghamton. New Jersey route is shorter and more picturesque. The mileage and towns on the two routes follow:

Eastern tour via Hudson River, all in N. Y. State.	Miles from N. Y. C.
Columbus Circle	.00
Yonkers	14
Hastings	17
Dobbs Ferry	20
Irvington	21
Tarrytown	24
Scarboro	28
Ossining	30
Harmon	33
Croton	34
Buchanan	39
Peekskill	41
Annsville	43
Fishkill	61
Wappinger Falls	65
Poughkeepsie	73
Hyde Park	79
Rheinbeck	89
Red Hook	95
Blue Stores	104
Hudson	115
Stottville	119
Valatie	130
East Greenbush	143
Rensslear	147
Albany	149
Schenectady	173
Amsterdam	189
Little Falls	230
Ilion	241
Utica	252
Oneida Castle	275
Syracuse	303
Geneva	353
Canandaigua	377
Mendon	391
Pittsford	397
Rochester	406

Scenic tour through New Jersey via Binghamton.	Miles from N. Y. C.
Columbus Circle	00
130th St. Ferry	..
Edgewater	4
Fort Lee	6
Leonia	8
Bogota	10
Hackensack	12
Arcola	15
Hohokus	21
Ramsey	25
Suffern	30
Ramapo	32
Sloatsburg	34
Tuxedo	36
Southfields	40
Harriman	46
Monroe	48
Chester	54
Goshen	59
Denton	64
Middletown	68
Blomingburg	78
Wurtsboro	82
Monticello	95
Liberty	109
Livingston Manor	118
Roscoe	125
Hancock	152
Deposit	165
Windsor	181
Binghamton	196
Owego	219
Waverly	238
Elmira	256
Horsehead	260
Millport	266
Watkins	276
Penn Yan	301
Geneva	310
Canandaigua	334
Mendon	348
Pittsford	354
Rochester	363

The roads are good on both routes.

No this isn't the official hill. It's only the one they practice on. Note how the rear wheel is spinning and the front wheel is off the ground. Believe us when they get on the official hill those national climbers are going to stand up on their hind legs and roll over on their backs

Gosh! Take *a* Squint *at* That Hill!

Grade for National Hill Climb Rises One Foot in Every Two—No Tractors Will Be Permitted—National Stars to Enter

OH BOY! You should see that hill on John Kack's farm at Egypt, N. Y.

When the steeple climbers from California, Colorado, Michigan, New Jersey, New York, Connecticut, Pennsylvania, and all the other hill climbing centers congregate on August 3 for the National Championship events, which will be the climax of the National Motorcycle Rally at Rochester, N. Y., July 31, August 1-2-3, there is going to be some real excitement, for the ancient pyramids of old Egypt have nothing on the hill which Art Rochow has picked as the place to decide the national title. Whoever wins is going to earn all the honors that go to him.

Whether the site of the contest got its name from the pyramid character of the surrounding hills is not stated but it is appropriate at any rate. There are plenty of hills to choose from. The one selected rises over 250 feet in a distance of 500 feet. Thus the contestants must climb one foot every two they progress, and the higher they go the steeper the grade.

The recent sectional hill climb promoted by the Rochester club, was held on a hill adjoining that chosen for the national event. The sectional hill had a longer take off and was not quite as high as the one chosen for the national event. It will be used as a practice hill by contestants in the national event, for no one will be allowed on the official hill until the contests open. This is to prevent the course from being cut up before the championships are held.

The hill is gravel foundation with sod surface. In several places it has been terraced by the sheep that pasture there, as they zig-zagged their way up and down. These terraces have been leveled on the official course so that the riders will have a comparatively smooth path, wide enough to allow of considerable wobbling without getting off the course. The take-off is short. It will require a motor that gets going at maximum power almost from the jump to make a showing on the hill and a rider who knows how to hang on and keep the front wheel on the ground, for they surely will stand up on their hind legs.

When Art Rochow, who is handling all of the details of the climb, was scouting around for a hill that would be worthwhile as a place for a local contest he asked the farmers surrounding Rochester if they knew of any good hills. Many were suggested but none measured up to requirements until one farmer, who got peeved when Rochow told him that the hill he had suggested was no test at all for a motorcycle, declared he knew where there was a hill that would stump them all.

"Show me," said Art, and they took him to Egypt. "Great!" he exclaimed when the pyramid was pointed out. "There's two or three hills here that will provide fun for the boys," and then he got busy to persuade the owner of the land to give him permission to hold a contest. It took some argument to convince the farmer that he was safe in allowing "them pesky things" to invade his farm but it was done and now that farmer is as much of a fan as the wildest motorcyclist in the Rochester club.

Aside from the fact that the hill to be climbed is, in the opinion of those who have seen both, fully as difficult as the famous Capistrano hill in California, the surrounding country is ideal for such a contest. There is ample place for parking both motorcycles and automobiles, and a wonderful grand stand view to be had from the sides of surrounding hills. Thousands can see the contests and none

DON'T DELAY THE PARADE

IF you are one of the thousands who are planning to attend the National Motorcycle Rally at Rochester, July 31, August 1-2-3, mail your reservation card to Chairman A. B. Coffman, 326 West Madison Street, Chicago, at once.

DO IT TODAY

There is a vast amount of detail work which must be done in order that you may have a good time at Rochester. You can help the committees which are hustling night and day to arrange a week of pleasure for you, by letting them know at once that you will be on hand to enjoy it. If you have not received a registration card, you can get one from your local Gypsy Tour Master or from Chairman Coffman. If you have a card fill it out and mail it today. If not, write for one at once.

FIRST COME, FIRST SERVED

This is important. Provision will be made for unregistered riders and every effort will be made to take care of them, but those who make their reservations in advance will be absolutely sure of the best accommodations.

of them will have to crowd along the sides of the course. In fact, a better view can be obtained from a distance.

The site is also favorably situated for handling the crowds. It is back some distance from the main road, and difficult to get to except along the side road leading to it, which can be readily policed. Thus the crowd will be under control all of the time, and as there is plenty of room to spread out once the scene of the contest is reached there will be no congestion or confusion there.

E. B. Holton has been named as referee and the timing will be done with the electric timer of the New Jersey Motorcycle Club. There will also be three official timers with stop watches.

Among those who have already signified their intention of entering the contests, are Jack Roylance, Harley-Davidson, who comes from San Francisco as Jud Perkins' proxy. Roylance has an enviable reputation on the Coast and Perkins writes that he will hold his own with the Eastern cracks. Floyd Clymer, Indian, of Denver will also be on hand. Orie Steele, Indian, who captured the honors at the sectional climb held on an adjoining hill will, of course, come back for more. Willie Lang, of Waterbury, who made a wonderful showing in the 1921 contest, will also be on deck. Maldwyn Jones and Paul Anderson, Excelsior track stars, propose to show their versatility by entering the climb, Henderson mounted. When the entry lists are finally closed at noon August 1, there will probably be between thirty and forty contenders, the cream of the hill climbers of the country. There will be four events, 37-inch expert, 61-inch novice, 61-inch professional and 80-inch professional

No tractor devices will be permitted. Skid chains, not exceeding 3½ inches, with not more than 30 cross links, may be used. They must be the regulation pneumatic tire chains of Weed type and size. Merchandise prizes will be awarded except in the 80-inch event which will be free-for-all and carry cash awards.

GOOD ROADS TO RALLY

THE Boyer Cycle Co., Harley-Davidson dealers in Easton, Pa., writes that the roads for the Eastern riders that contemplate going to the big Rally at Rochester are the finest in the world from Easton to Binghampton, N. Y., and from Stroudsburg, Pa., to Binghamton via Scranton is nearly all concrete and was only recently opened. The company's letter follows:

"For the benefit of the Eastern riders who expect to go to Rochester, beg to advise that the roads from Easton to Binghamton are the finest in the land. From Stroudsburg, Pa., to Binghamton, N. Y., via Scranton, is nearly all concrete and was just opened last week. From Easton to Stroudsburg, Pa., via Delaware Water Gap, concrete and macadam, which is very good with the exception of through the Gap for about one mile which is a little rough. We are making up a party to go and hope that some of the Eastern riders will go this way so that we can join them."

Three lives ones from Dixie. Left to right, John S. Balmer, Southeastern representative of the Harley-Davidson Motor Co.; R. B. Parrish, Goodrich tire booster and M. and A. T. A. referee; C. F. Pineau, Southeastern representative of the Hendee Mfg. Co.

QUAKER TOUR STIRS 'EM UP

TOURMASTER Arthur Boyer of the Motor Cycle Club of Philadelphia has sent out letters to newspapers and Chambers of Commerce in many cities along the course of the club prize tour to Rochester. His announcement tells of the purpose and scope of this unique contest, and has aroused immediate interest in the communities that will be visited.

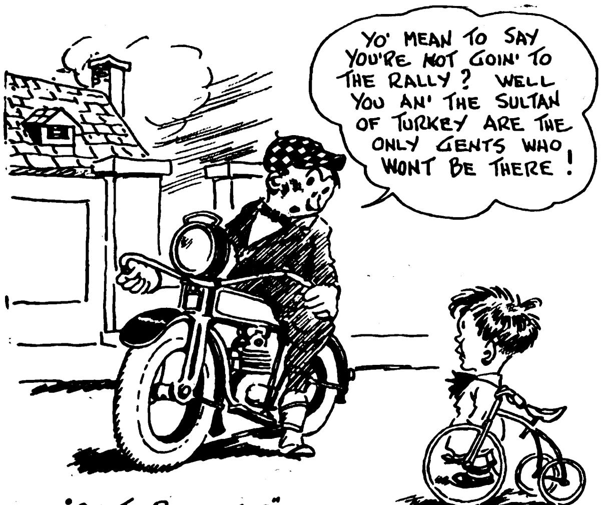
Answers now received from several cities say that arrangements are being made for receptions for the tourists. Lists of interesting features of each locality will be ready for the riders when they arrive, so that they can build up their touring scores as rapidly as possible during the time that they are in town.

The prize tour will be a regularly sanctioned M. and A. T. A. event, and bronze medals will be given to each rider who finishes at Rochester before the time limit expires. Silver and gold medals will be awarded for leading series in both the Touring score and Mechanical score classes.

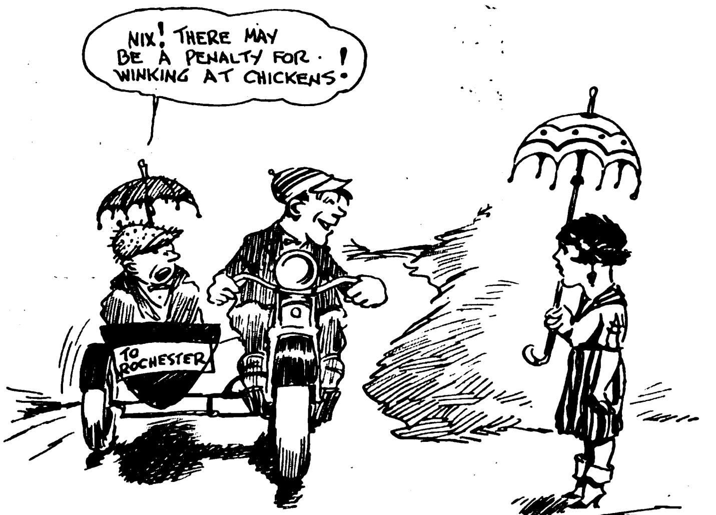
In addition there is the Silver Trophy donated by the Ace factory, and special cups and accessories prizes put up by manufacturers for noteworthy performances.

Thus the prize tour has become an event which will be watched with keen interest not only by those directly engaged in the trade and sport but also by communities along the route that would not warm up at all to a standard type of endurance run or race meet.

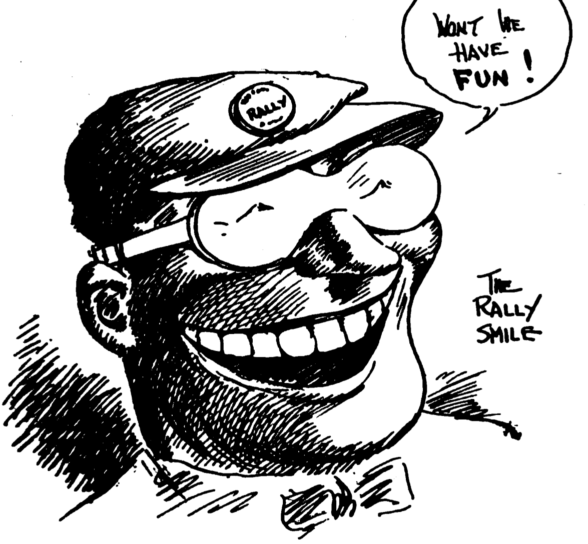
WEEKLY WHIRL of WHEELS

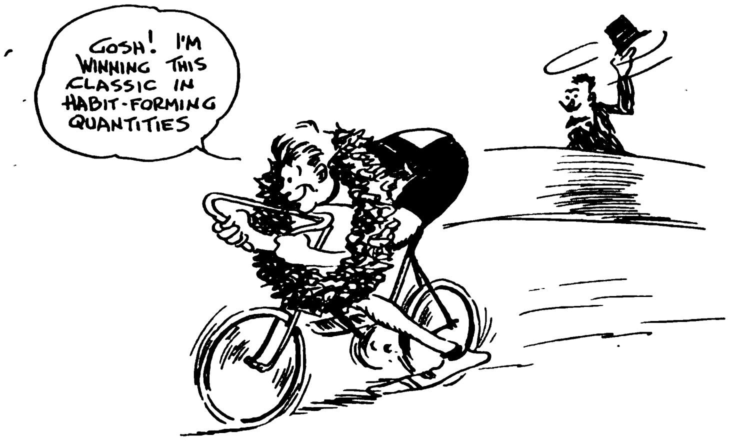

YO' MEAN TO SAY YOU'RE NOT GOIN' TO THE RALLY? WELL YOU AN' THE SULTAN OF TURKEY ARE THE ONLY GENTS WHO WONT BE THERE!

"ON TO ROCHESTER", IS THE SLOGAN OF THE MOTORCYCLISTS — THOUSANDS WILL BE THERE – JULY 1 TO AUGUST 3.

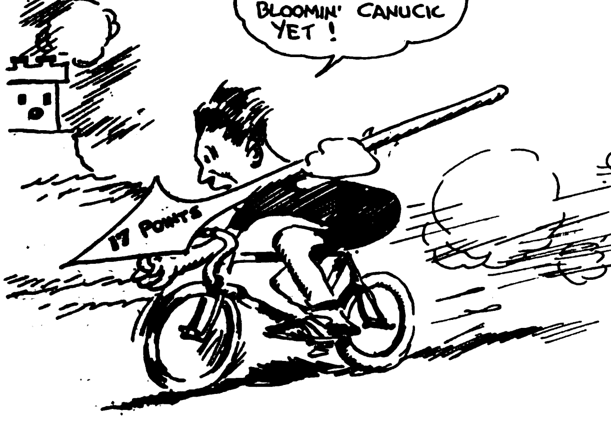

NIX! THERE MAY BE A PENALTY FOR WINKING AT CHICKENS!
TO ROCHESTER

MOTORCYCLE CLUB OF PHILADELPHIA WILL STAGE A PRIZE TOUR TO THE RALLY. POINTS FOR EVERYTHING ARE ALLOWED – AND DEDUCTIONS FOR EVERYTHING ELSE ARE FIGURED


WONT WE HAVE FUN!
RALLY
THE RALLY SMILE

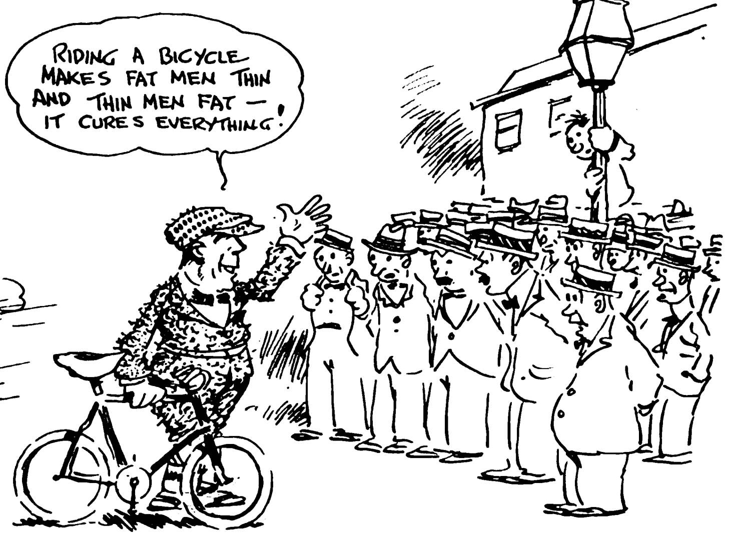

GOSH! I'M WINNING THIS CLASSIC IN HABIT-FORMING QUANTITIES

FOR THE THIRD TIME BOB SPEARS WINS THE GRAND PRIZE OF PARIS

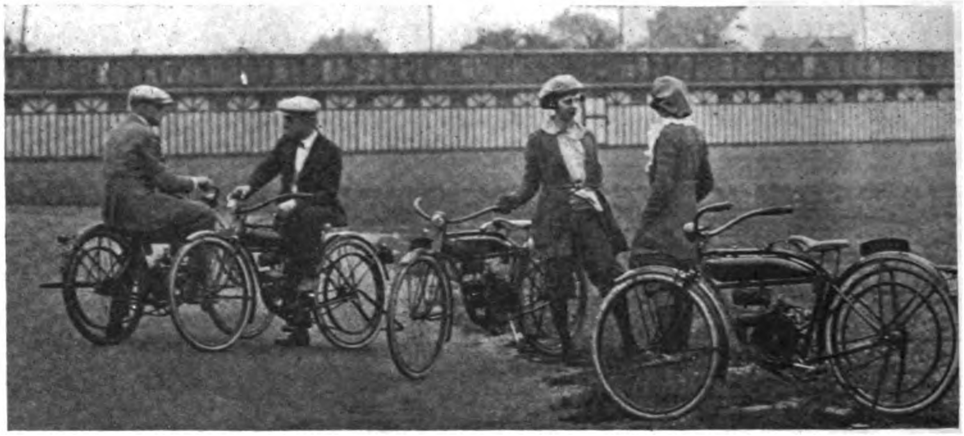

I'LL GET THAT BLOOMIN' CANUCK YET!
17 POINTS

AFTER WINNING THE QUARTER-MILE CHAMPIONSHIP RAY EATON IS WITHIN STRIKING DISTANCE OF BILL SPENCER

Leonard Reehan


RIDING A BICYCLE MAKES FAT MEN THIN AND THIN MEN FAT — IT CURES EVERYTHING!

FRED ST. ONGE IS MEETING WITH GREAT SUCCESS IN HIS PROPAGANDA WORK IN THE WEST – LARGE CROWDS GREETED HIM IN CHICAGO AND MILWAUKEE



Exposition Park Grounds, Rochester, N. Y., where the Motorcycle Rally is to be held. Some Evans Power Cycle riders visited the park. Left to right they are: W. deMille Telfair, Evans dealer at Orange, N. J.; Fred H. Baguley, Manager Service Department, Cyclemotor Corp.; Miss Thorp and Miss Gentry, two fair Evans boosters.

Sport! Well, We Should Say So!

By W. H. Parsons

TALKING about Sport; Sport with a capital "S," it would stir you all up to sit in and listen to the plans that are being made for the entertainment of the motorcycle riders and their friends who attend the national rally at Rochester, July 31, August 1-2-3.

I had the privilege of looking over the tentative program and listening to the plans being made by the local committee, headed by "Gus" Rice, and the M. and A. T. A. board of directors, presided over by President George T. Briggs, at a meeting which was held at the Hotel Seneca in Rochester last week.

That local committee, which consists of A. C. Rice, Art Rochow, C. L. Miner, F. B. Towner, F. L. Hunt and O. D. Stewart, has certainly been busy. About all the directors had to do was to pass a resolution, endorsing the plans outlined by the Rochester boosters, and adjourn to take a look at the pyramid which Art Rochow has selected as the scene of the National Hill Climb, which is to be the wind-up attraction of the rally.

First and to begin with, they have engaged the services of Elmer K. Smith, whose regular job is supervising the sport of the Rochester public playgrounds. If there is anything he doesn't know about outdoor sport organization and promotion, I'll never find it out.

He has outlined a program that will keep everyone busy from 9 o'clock Monday morning until 11 o'clock Thursday morning when they all start for the hill climb. It will have to be a very particular person who cannot find something that especially appeals to him in the program that has been outlined. This applies to the girls as well as the boys, for with few exceptions all of the games and contests are open to both sexes.

NATIONAL RALLY SPORTS PROGRAM

MONDAY, JULY 31

9 to 5—Play equipment will be issued to those who apply at headquarters.

4—Meeting of Sports Managers.

5—Meeting of Sports Officials.

TUESDAY, AUGUST 1

8 to 9:30—Baseball, Quoits, Tug O' War, Croquet, Giant Volley Ball, Dart Throwing, Tilting Contest, Cards, Checkers, etc.

10 to 11:30—Charlotte. Beach; Bathing, Tub Race, Canoe Tilting.

2 to 5—Baseball, Motorcycle Gymkahna, Pillow Fight, Human Basketball, Quoits, Comedy Track Meet, Clothespin Race, Volley Ball.

WEDNESDAY, AUGUST 2

9 to 12—Treasure Hunt. Tug O' War, Quoits, Baseball, Croquet, Motorcycle Obstacle Race, Horse and Rider Tournament, Quiet Games, Dart Throwing.

2 to 5—Parade. to Durand-Eastman Park and Bathing Beach, Bathing, Mass Water Games, Running Race in Shallow Water, Diving Contest, Swimming Races.

THURSDAY, AUGUST 3

9 to 11—Greased Pig Race, Baseball, Quoits, Croquet, Mass Games, Quiet Games, Dart Throwing, Motorcycle Contest, Spearing the Ring.

Note: The above games, with few exceptions, are open to women as well as men.

The prizes are going to be worth while too; the M. and A. T. A. directors having made a generous appropriation for the purchase of merchandise orders. The advantage of these orders is that the prize winner may select his own prize, using the merchandise order to pay for it.

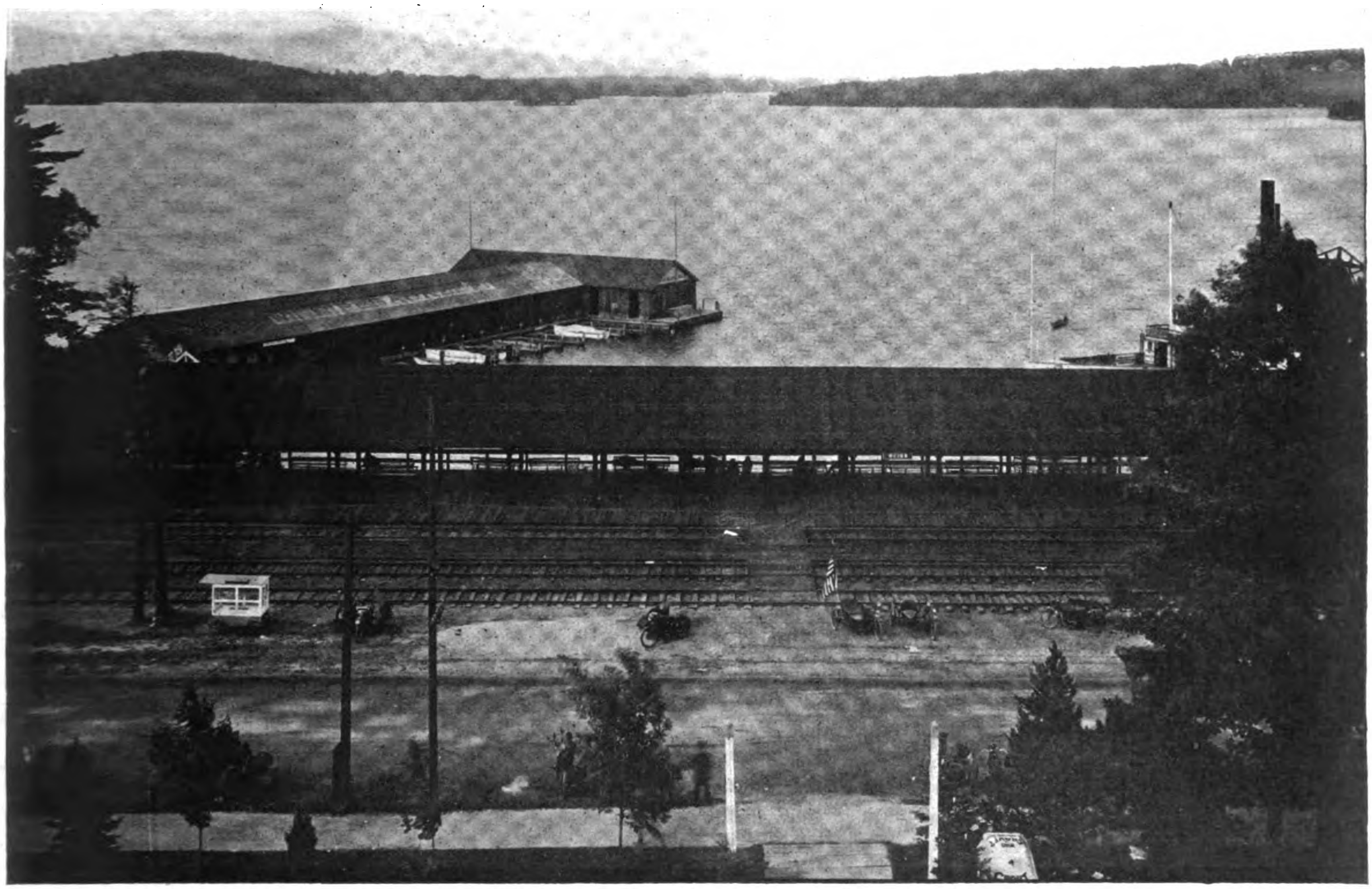
"Recreation for everybody" is the slogan of Sports Director Smith. He has arranged a program in which the "has been" can find just as much fun as the "comer." There will be group games for large numbers, as well as stunts and races in which the individual will have a chance to show his prowess. Some of the events will be for those who want physical action and some for those who prefer mental contests. Water sports will have a prominent place, but in none of the contests will there be any element of name plate rivalry. This sort of competition is left for the hill climbers.

Among the many contests to be staged will be baseball, quoits, tug-of-war, croquet, giant volley ball, dart throwing, tilting contests, swimming races, tub races, canoe tilting, pillow fights, human basketball, clothespin race, comedy track meet, cards, checkers, slow race, obstacle race, treasure hunt, running race in shallow water, diving contests, and a greased pig contest. Could anyone ask for more?

Sports Director Smith will have the assistance of E. B. Holton, George Ellis, W. G. Paulson, Cal Webber, Frank Snook, Ray Garner, S. C. Hamilton, E. J. Hawkins and O. D. Stewart, in arranging the games and sports and he also asks that the rider from each locality select their local sports managers who will act with the general committee in arranging the contests. This will greatly facilitate snappy handling of the program.

Because it is impossible for the general committee to know who to ask for help in each locality that will be represented by riders in attendance at the rally, Director Smith has asked MOTORCYCLE AND BICYCLE ILLUSTRATED to pass the word along.

The extent of territory which a local sports manager will cover may vary from a single town to a whole state. If the motorcyclists in your town are planning to hold a meeting before leaving for



The Wiers at Lake Winneposaukee, N. H. A New England beauty spot well known to motorcycle tourists.

Rochester, select a sports manager at that time and let each rider who expects to take part in any of the contests notify him of their desires so he will be able to report at a meeting of the sports managers, to be held Monday afternoon.

As soon as any locality or tour selects its sports manager, mail a card to Sports Director Elmer K. Smith, care Arthur Rochow, 129 W. Main street, Rochester, N. Y., giving the names of the local sports manager, his address and the locality he will look out for. A number of men will also be needed to act as officials in running off the events. Those who are willing to help in this way should mention it when they sign the register on their arrival at the rally headquarters. There will be a meeting of these officials at the headquarters at 5 o'clock Monday afternoon, July 31, and all who are willing to help will be welcome.

COMPANY MANNERS

REMEMBER that while we are in Rochester we are the guests of the city. Let's show our appreciation of the way in which every one in Rochester has turned in to help make a good time for us by being on our good behavior. Let's keep our mufflers closed, our shoes shined and our riding suits spick and span. Let's put on our company manners.

WANT STANDING STARTS

Wally Stuart, the Toledo promoter, is very strong for standing starts in motorcycle races. Wally is not the only one. Clarence L. Squibb, the Mount Clemens dealer, and J. M. Simmons, also of Mt. Clemens, are in favor of the standing start. They said in a recent letter:

"We believe in standing starts on dirt tracks and so do all the riders. All of the starts at Mt. Clemens were a success and everybody was satisfied. Let's all have standing starts and cut out all the danger."

BRAYEN WANTS TO RACE

George Brayen, Walden, N. Y., is a professional rider, using a 30-50 Excelsior and is open for engagements.

M. & A. T. A. BULLETIN

NOTICE to Registered M. & A. T. A. Clubs, and All Race Meet Promoters:

A newspaper clipping received by this office reports automobile and motorcycle races were held at Riverhead, Long Island, New York, on Decoration Day.

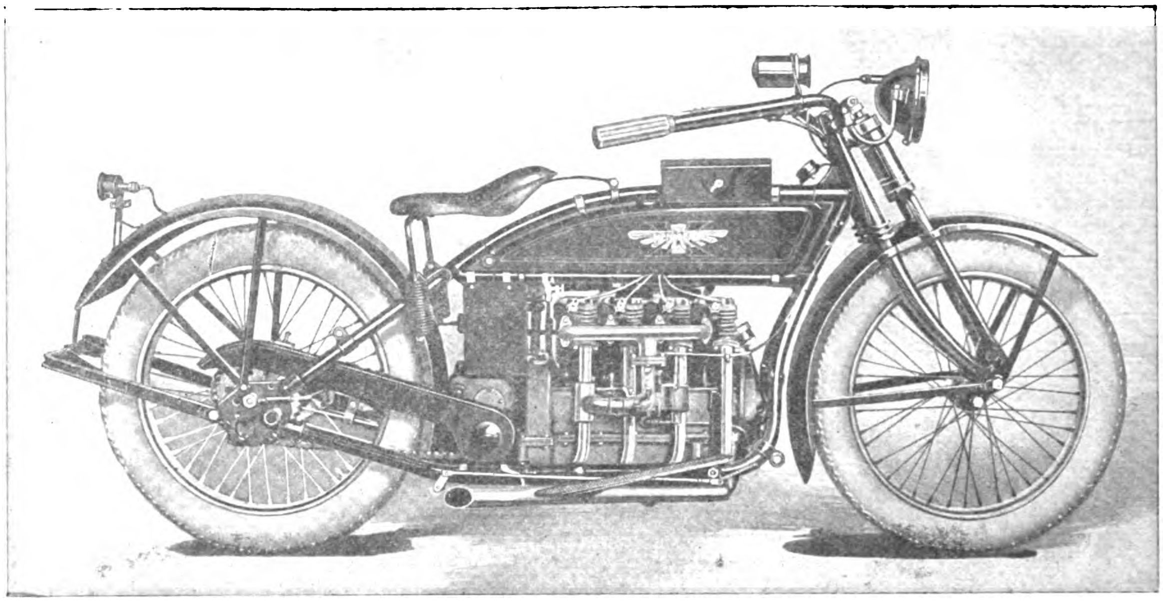
The motorcycle races were not sanctioned, and Monroe A. Scudder, Post Office Box 114, Huntington, Long Island, M. & A. T. A. member No. 18927, competed, according to this report, thereby disqualifying himself for competing in M. & A. T. A. sanctioned events.

Two letters addressed to Mr. Scudder asking for an explanation were not answered.

A. B. COFFMAN,
Chairman, Competition Committee.

CANADA COMING STRONG

PERCY A. McBRIDE has wired from Toronto for 100 registration cards. He will act as tourmaster for the Canadian riders, and declares they are coming to the Rochester Rally at least 100 strong.



The De Luxe Four-Cylinder Henderson

Schwinn Smashes Prices

Cuts De Luxe Henderson—Four Cylinder Below Former Price of Model R. Excelsior Twin Is Also at Bargain Price

At the Chicago Show last November, Ignaz Schwinn and the Excelsior factory made several long strides forward. Sensational cuts were announced in Henderson prices—the popular new De Luxe Model was disclosed—and a closer and more intimate working relationship between factory and dealers was established, all of which have left their imprint on the calendar of the motorcycle industry. The new prices stimulated sales—so much so that Henderson Model K's have been sold out and discontinued. The dealers have been stimulated to greater and more profitable efforts, and many new dealers have been added to the list. The De Luxe Models have established name and fame of more than passing interest.

Back to Normal

"It is logical, therefore," says Sales Manager Gid Haynes, "concentrating on the four-cylinder De Luxe model that the price should be slashed below that of the old Model K and that the selling price of the Excelsior should be brought down to the probable selling figure of the other twins. The noteworthy point, however, is that Ignaz Schwinn in announcing his new prices, is maintaining the prestige of leading the motorcycle industry back to normal, rock-bottom prices."

The new prices on which Sales Manager Haynes comments are formally announced as follows:

Henderson De Luxe Model with full electrical equipment	**$398.00**
Reverse gear, add to list price	**15.00**
Alloy pistons, add to list	**25.00**
Excelsior, with full electrical equipment	**310.00**
Full-floating sidecars for Excelsiors and Hendersons	**105.00**
Excelsior lightweight two-strokes—special price on application.	

All f. o. b. factory and subject to the regular Federal Tax.

Touring de luxe

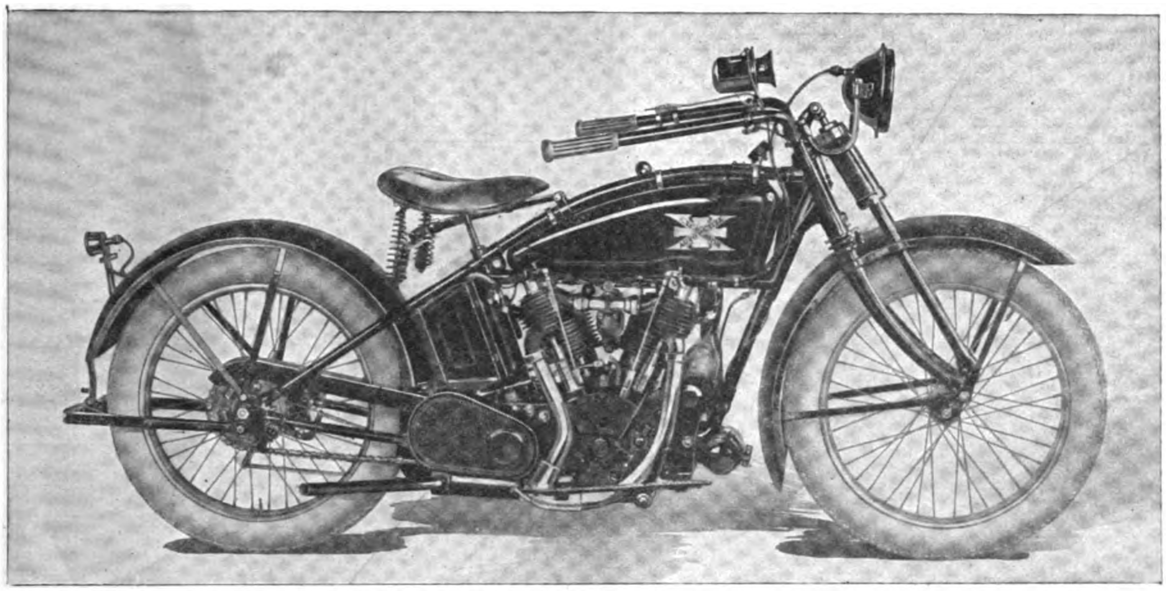
No Radical Changes

The 1923 Henderson De Luxe Models are now ready for delivery. No radical changes have been made. A season's usage in the hands of private owners all over the country has failed to reveal the need for any major changes. There will be detail refinements and others will be added from time time, for it is the policy of the Excelsior factory to adopt improvements as they are evolved without waiting until the end of the season to disclose them. An example of this was the waterproofing of hub bearings adopted near the middle of last season, and applicable at slight extra expense to other late model Hendersons.

Clutch Action Improved

Riders of 1923 Hendersons will find the clutch action even better than on the 1922's. A minor refinement which can be added inexpensively to all late models, makes the clutch action delightfully smooth, perfectly free, and entirely eliminates all chance of slipping.

It will be noted that the list prices of reverse gears and alloy pistons are now subject to the dealers' motorcycle discount, whereas the prices of these extras were formerly net. Quite a large number of De Luxe models have been shipped out with alloy pistons for riders who wanted the ultimate amount of speed. These alloy jobs have all given complete satisfaction and 1923 will see a wider use



"The Good Old X"

of alloy pistons which can be installed in 1922 De Luxe and K Models.

The 1923 Excelsiors, likewise, will have no radical changes. There will be some minor refinements. The oiling system which has been tested thoroughly during the past season will remain unchanged.

Shipping Lightweights

Quite a number of the little Excelsior lightweights have already been shipped out to the dealers. These are being sold to the dealers at a price which leaves a splendid margin of profit for them, and for utility purposes, the little two-stroke outfits will fill the bill in every particular.

"The factory will work in closer contact wits its dealers," says Sales Manager Haynes. "We have never attempted to dictate to the dealers, realizing that more good could be accomplished by working with and for the dealers and not arbitrarily laying down fixed policies."

Goulding Joins *the* Procession

PRICE reduction seems to be the order of the day. In the same mail that brought the announcement of lowered prices for the Ace, Excelsior and Henderson motorcycles, also brought to MOTORCYCLE AND BICYCLE ILLUSTRATED the announcement of new prices for Goulding sidecars. The single passenger sportster and the Baby Sportster for the Scout are now listed at $115 each, while the family sidecar is listed at $135.

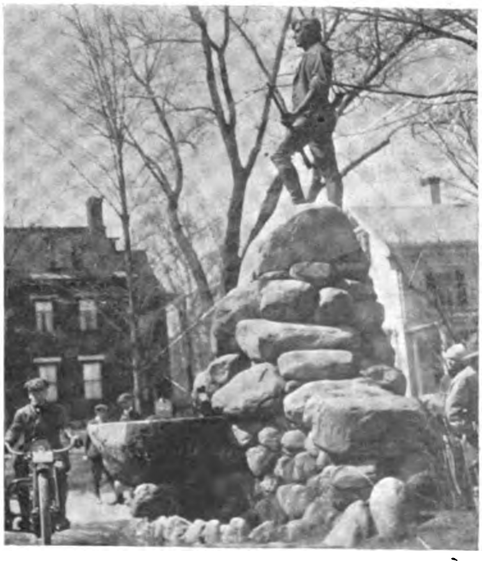
President Irving Beck of Shillan, Beck & Co., manufacturers of the Goulding, says in making the announcement:

"Goulding sidecars are specially made to meet the demand for comfortable, luxurious and attractively finished bodies combined with a strong chassis. It is in keeping with the fine finish and workmanship of America's best motorcycles. To make a car of this sort it is necessary to spend real money. Such items as full elliptic springs, transverse spring for saddle brace, Timken roller bearings, die cast hub cap, Chase Leatherwove upholstery material, deep cushion springs, rug on floor, automobile door, moulding on cowl, two built-in pockets, etc., cost money. We feel that we have accomplished a real service to the industry in the production of the Goulding line."

DIFFICUTIES WERE OVERCOME

GREAT difficulties were overcome in the annual endurance run of the Capital City Motorcycle Club, of Sacramento, Cal., July 9. The route took the contestants to Reno, Nevada, and return. From Sacramento checking stations were at Riverton, Strawberry, Carson City and Reno. On the return trip the checks were at Truckee, Colfax and Sacramento. The round trip was about 300 miles over the Sierra Nevada mountains and the steep roads were in very bad shape, with deep mud in places from melting snows and recent rains.

Thirty-five minutes were allowed for steepest grade in the 21 miles from Riverton to Strawberry. Only perfect score was Finnigan Speer, of Perkin's San Francisco, who was astride of a Harley-Davidson 61-inch motor. He did 12 1-3 hours and averaged about 29 miles per hour. Second man in the run was George Foulders, of Frank J. Murray's Harley-Davidson agency in Sacramento, who had 999 out of a possible thousand. Lloyd "Pat" Speer had a perfect score until halted at Truckee on return trip by broken fork with only 100 miles down grade to go. Murray at Sacramento had been showing window of handsome merchandise prizes with trophy before the run.



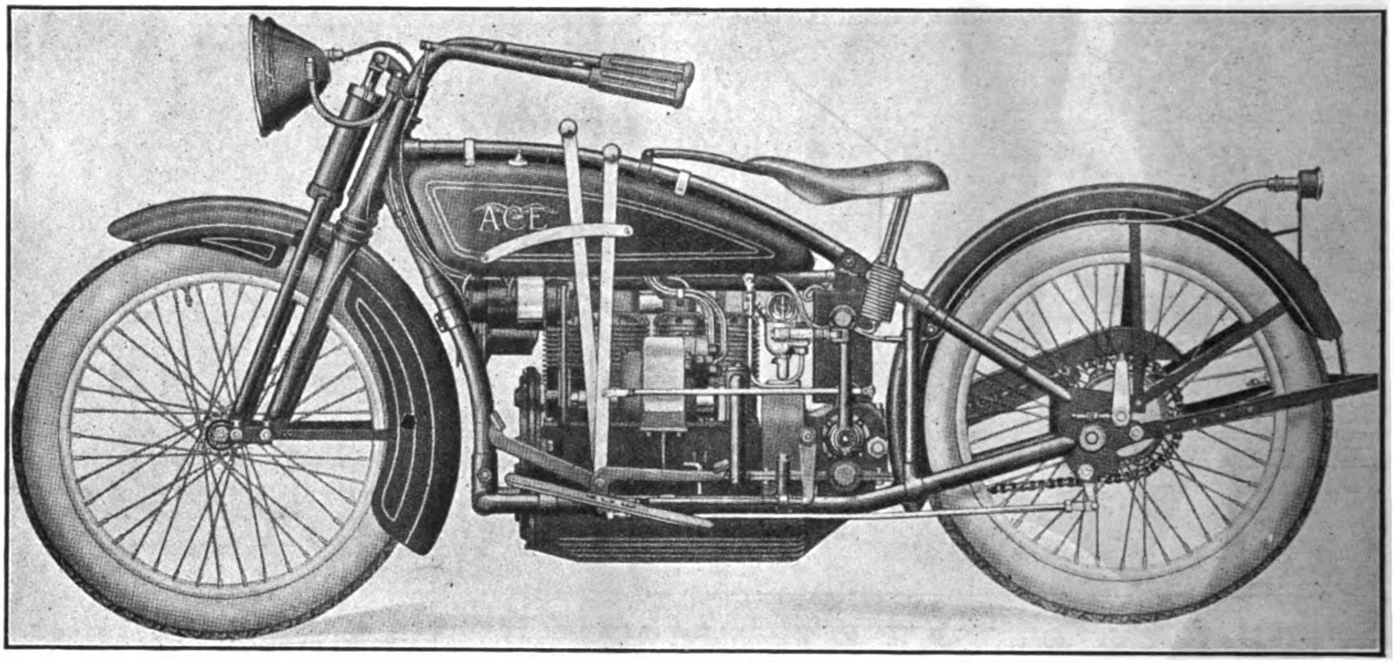
Lexington Monument, New England. Tourists are familiar with it.

ALL ABOARD FOR RUN

ALL aboard for the annual Crater Lake motorcycle run. Riders will gather for this run at Medford, Ore., on the last Saturday of July, and start early the next morning for the 85-mile run to the rim of the Crater. This year they will then go around the rim, doing some ice and snow climbing.

On the return they will take in Pelican Bay for some fishing, and then back via the Dead Indian, just for the thrill of the famous ride twelve miles down hill.

Numerous prizes are being offered in the various contests to be run that day, among them being tires, speedometers, carburetors, medals, etc.



The Ace four cylinder

Ace Slashes Deep

President of Company Declares Prosperity Is at Hand and Volume Prices Are Possible
Sets Figure At Pre-War Notch

THE new price of the Ace, electrically equipped four cylinder motorcycle, is $335, f. o. b. Philadelphia, federal tax additional. This is a reduction of $100 in the former price.

"The announcement of a sweeping reduction in the price of Ace four-cylinder motorcycles, is a message which carries greater significance than a mere re-adjustment of figures," declares President E. C. Miller of the Ace Motor Corp., Philadelphia.

"Essentially the new Ace price is an expression of that Company's firm confidence in restored prosperity and in the sound future of motorcycling as a great industry. In the belief that its action will help put the trade on a solid economic basis more quickly, the new price is announced.

"Thus at a single stroke the Ace price is slashed clear down to the level of 1915-16, when motorcycle figures reached the lowest point in history just before they started to soar under the influence of war."

Prosperity Ahead

In explaining the means by which it had been found possible to make such an important reduction, President Miller states: "In reality the new price is based on the soundness of American prosperity and the certainty that this country has good times ahead.

"The members of the Ace organization are convinced of the future in store for the industry. One and all, they believe in the field of usefulness waiting for good motorcycles. And they are backing their judgment by this action in the belief that it will greatly hasten the attainment of such prosperity in the motorcycle trade.

"It is recognized that small volume necessitates high prices, and conversely that high prices keep the volume down. So the Ace is taking the bull by the horns and putting price down to a big-quantity basis in full confidence that the volume which will result will be so great as to make the low price practical and permanent.

Dealers Are Alert

"The Ace dealer organization is on the alert and in readiness to cash in on the opportunity that this new price opens up. We are represented by an unusually live and progressive staff of motorcycle merchants located in good territories throughout the United States and foreign countries. These dealers understand the influence of economic conditions and appreciate that the new price puts the Ace within reach of a vast number of prospective buyers who were previously not in a proper position to own such a machine.

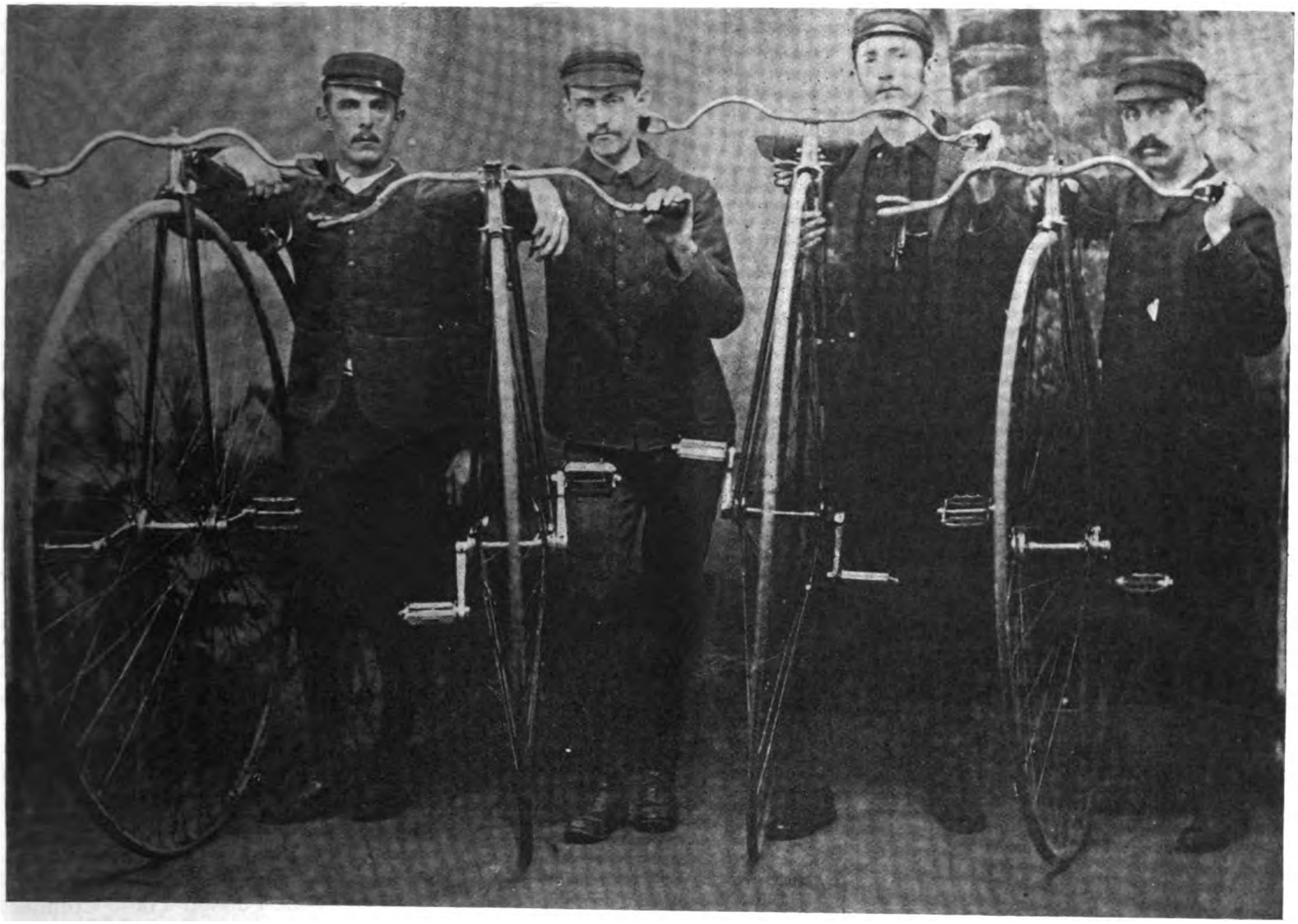
"The efficiency of our present dealer organization is one of the very important factors which makes it possible for such a low price to be established. The rapidity with which these merchants dispose of our factory's output has reduced our selling cost to a minimum. The efficient organization of manufacturing processes and perfection of much improved special machinery has resulted in large reductions in cost of production.

"Purchase of materials in quantities greater than ever before, to provide for the increased rate of output, has secured lower prices on the various fine grades of steel and special alloys used in building this four-cylinder machine.

Buyer Gets the Benefit

"Any one of these economies by itself would not be so important, but taken all together they amount to a very important saving. The reduction in material prices plus the savings in manufacturing expenses plus the low cost of selling through our dealers, make such a total of economy that the retail buyer gets the benefit in the form of the drastic reduction in the price of the Ace.

"And the benefit accrues all along the line. The consumer benefits by being enabled to get a fine machine for $100 less than he ever needed pay for it before. The dealer profits by the greatly increased volume of business that results. And the whole industry is livened up and stimulated by the greater number of motorcycles sold and the increased interest in motorcycles by the general public."



Ed Buffum and some of his Cronies of the old high wheel days. Buffum at the left

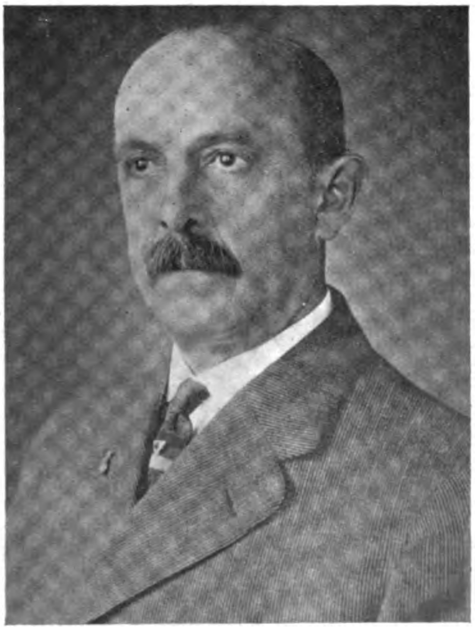
"Buff" Decides *to* Take *it* Easy

MR. EDWARD BUFFUM, more familiarly known to his associates and friends as "Buff," and who has spent practically his entire business career in the cycling industry, has resigned his position as sales manager for the Hendee Manufacturing Company.

Mr. Buffum plans to take a much needed and well earned vacation before resuming any business activities. He has several things in view, but plans to relax completely for at least a month without any thought to other than golf and pinochle.

It goes without saying that the keenest regret is felt by Buff's associates in the Hendee organization over his leaving. He joined the Hendee organization in the capacity of sales manager in 1911. Two years later he was transferred to Canada as general manager of the Hendee Canadian factory, which was located in Toronto. He remained in Canada until, on account of the war, the Toronto factory was closed in 1916, at which time he returned to Springfield, and since has been in direct charge of domestic sales.

Not only will Buff be missed from the ranks of the Indian tribe, but unless he decides to resume activities in the motorcycle or bicycle business he will be greatly missed by the industry as a whole.



Ed Buffum, veteran Motorcycle Booster

From a standpoint of experience, Buff is one of the oldest men associated with the motorcycle business, and he had been a familiar and popular figure at all motorcycle activities in this country for many years, and before that he was a bicycle enthusiasm in the days of the high wheel.

In the early days he was a keen contender in competition. For years he was sales manager for the Merkel motorcycle, and in that capacity one of his great delights was to win over the Indian camp.

Buff was always a straight shooter, and probably no one man in the trade has as many close personal friends among the dealers and riders, and whatever develops in the future, it is hoped that he will be in some way associated with the trade which he has served so long with credit to himself and the industry at large. But in any event, it is the safest bet in the world that there is not an individual who has ever known Buff who does not wish him the best of luck in whatever line of endeavor he takes up.

For the benefit of any of Buff's friends who might care to communicate with him his address until further notice will be 200 Marion Street, Springfield, Mass.

The Clock Is *to* Get Up By—Not *to* Work By

PAGE the grouch that says the world's all awry, that business is slow and that everything's going wrong; and send him to Philadelphia to have a little talk with President C. A. Van Doren of the Keystone Cycle Supply Co., of Philadelphia.

If that grouch don't come away with a grin from ear to ear, it will be because he is deaf and blind, for anyone who can hear and see, is bound to succumb to Van Doren's optimism.

The best of it is that Van Doren has the "goods" to back his joyous outlook on the business future of the cycle industry.

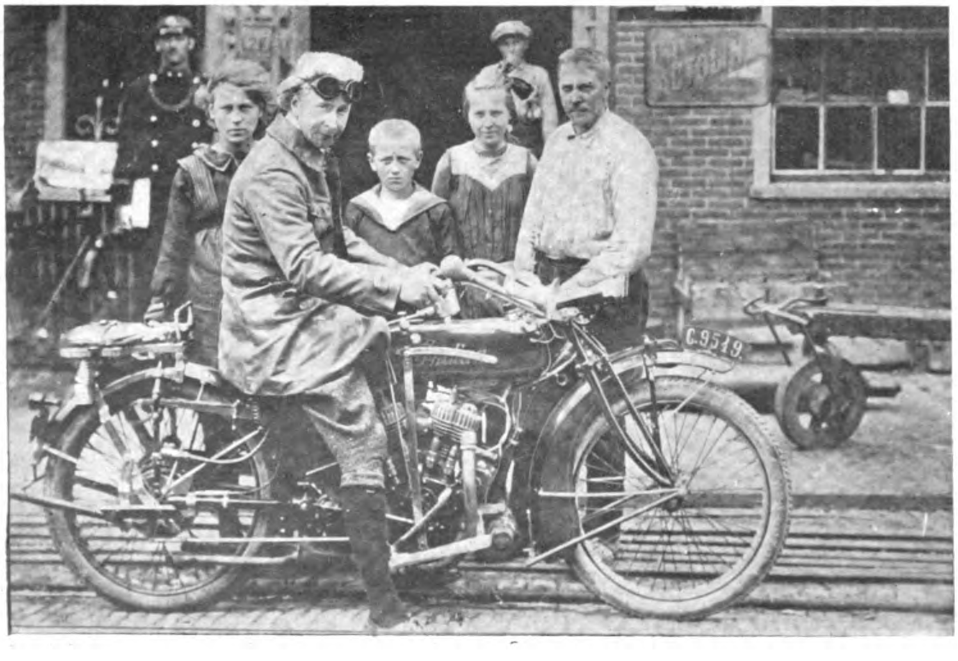
Wouldn't it make you feel pretty good if you were so busy that your clerks were working until 1 o'clock in the morning to pack goods ordered for immediate shipment. That's what they do in the Keystone plant. Of course, it's a little annoying to be routed out at that time in the morning to go bail at the police station for said clerk, when he is arrested as a suspicious character by the policeman on the beat, just because the policeman couldn't understand why anyone should be working so late, but after all it's worth the trouble.

C. E. Miller, inside man for the Keystone Co., who was the one arrested, says he doesn't mind. He got the shipment out and satisfied the customer and what's a trip to the calaboose compared to a pleased customer?

Van Doren's idea of "getting the business" is to be prepared to serve the customer when he wants to be served, even if it is a little extra work and does involve long hours. He says the trouble with most of us is that we have been fighting shy of work and long hours for so many moons that now some of us actually resent it when a customer asks for a little attention. Not he.

A couple of weeks ago, J. J. Dilks, a bicycle dealer at Cape May, N. J., telephoned at 10:30 one night for some goods that he wanted at once. Van Doren happened to answer the telephone himself. He suggested that it was a little late to send out an order. "Well, you said you worked nights," said Dilks. "You bet I did and I do," said Van Doren. The order was ready for shipment on the first train next morning.

Van Doren appears to be a bear for business and for hard work, and one seems to produce the other. "I just won't see business bad," he says. "We get along and are called one of the fastest-growing jobbers in Philadelphia because our overhead is down and our hard work and efforts for business are up. We employ as many as we need to take care of our business—and no more. We're working our heads off and we use the clock to get up by and not to work by."



Ex-Crown Prince Frederick William was always a fastidious chap. That's why he throws his leg over an American made motorcycle for a daily spin in Holland.

M. AND A. T. A. DIRECTORS MEET

AT a meeting of the Board of Directors of the M. and A. T. A. held in the rooms of the Old Colony Club, Hotel Seneca, Rochester, N. Y., the invitation of the Bicycle Manufacturers' Association to the board to meet at Atlantic City in September at the time of the bicycle show was received. Secretary Coffman was directed to express the appreciation of the M. and A. T. A. for the courtesy extended and to say that as there is to be no general meeting of the M. and A. T. A. this fall the association will not be at Atlantic City, officially, but that many members would be there individually.

At the suggestion of Chairman Arthur Davidson of the Show Committee, an auxiliary committee from the Metropolitan district was appointed and assigned the task of suggesting ways and means of creating public interest in the show which is to be held in the Sixty-ninth Armory in New York next February. This committee consists of W. H. Parsons, Cal Webber, Frank Snook, George Wood, Walter Koch, E. B. Holton and Carl Bush.

Secretary Coffman announced that copies of "Selling the World, American Automotive Transportation," a pamphlet issued by the Foreign Trade Committees, representing the Automotive Industries of the United States had been mailed to all members of the M. and A. T. A.

Directors present were President George T. Briggs, Secretary A. B. Coffman, A. C. Rice, T. A. Mueller, proxy for Arthur Davidson; J. B. McNaughton, proxy for Frank Weschler; E. K. Gordon, proxy for J. Allan Smith. Secretary Coffman had a proxy for Max Sladkin and A. C. Rice held one for Dan Wetzel.

The next meeting will be held Sept. 22, at 9 a. m., at the Hotel Lafayette, Buffalo.

MOTORCYCLE COPS ARE PROFITABLE

OF the $120,000 paid into Los Angeles, Cal., police courts in fines during the month of June, over $100,000 was contributed by automobile owners arrested for traffic violations of one sort or another. Thus in one month, the city and county collected in fines accruing through motorcycle police activity, more than twice as much as they have spent in the purchase and maintenance of the machines in all the years that they have been using them.

The county has 14 Harley-Davidsons in service, the city 24 Indians, all 1922 models.

Harley-Davidson Dealers Entertain Mid-Atlantic Riders

SEVEN hundred motorcyclists gathered at the park in Hulmeville, Pa., Sunday, to enjoy the first of a series of picnics with field games to be held under the auspices of the Middle Atlantic Harley-Davidson Dealers' Association.

The enthusiasm of the riders who participated has resulted in plans for another rally, at a location not yet chosen. The next event will be held on Sunday, August 6.

While the field day was run by Harley-Davidson dealers, all motorcycles regardless of make or color were welcome to join in the fun.

Directly interested with the success of the Hulmeville picnic were the indefatigable Jes Campbell, of the Jes Campbell Motor Co., of Philadelphia; Wm. Heckenhorn, of Camden; Irwin F. Jacobs, of Trenton; Charles Schnepfski, of Wilmington, and Harry Quinn, of Chester. The quintette worked like trojans.

The riders from Philadelphia numbered 300 machines and from the starting point to the picnic grounds rode in army style, with none of the helter-skelter, every-man-for-himself stuff that so frequently is seen in motorcycle groups.

The delegation from Wilmington, 72 machines, was headed by Charles Schnepfski, with 25 from Chester led by Harry Quinn. Camden and Trenton contributed another hundred riders.

The Union County M. C. from Elizabeth, headed by Allan Hascall, brought 12 machines to the affair.

First event on the programme was picking the most beautiful blonde and brunette. "Some job" is correct. The niftiest looking blonde was Mrs. Edna Smith, of Philadelphia. The handsomest brunette was Mrs. Lura Jacobs, of Trenton. Both married. That should please Messrs. Smith and Jacobs to find their judgment approved en masse.

Miss Stella Ritz, of Philadelphia, was the neatest dressed lady driver.

Hal Hoyt, of Philadelphia, on a Harley-Davidson Sport, won neatest solo rider prize, while Leslie W. Wintsch, of Newark, Indian, was second.

Mr. and Mrs. Phil Margerum, of Philadelphia, won highest award with their Harley-Davidson outfit in the neatest sidecar contest.

Mr. and Mrs. Grant Smith, also of Philadelphia, with a 1917 Harley-Davidson that has rolled up 26,000 miles, captured second neatest award.

Mrs. Nelson Day, of Trenton, demonstrated with her Harley-Davidson sidecar that she was the most expert lady driver on the picnic grounds. Mrs. Dorothy Dixon, of Philadelphia, handled her Indian second best.

MAKE YOUR RESERVATION FOR THE RALLY N-O-W!

IN order for the Committee in charge of the arrangements for the National Motorcycle Rally, Rochester, N. Y., July 31, August 1, 2 and 3, to have everything in readiness and avoid confusion on registration day July 31, every dealer and rider should send in his *reservation card Now.*

This will allow the office at Chicago to prepare the Rally Badges so they can be handed out promptly on presentation of *reservation card coupon.*

DO IT NOW and avoid delay and confusion necessary to make out Rally Badge when you arrive.

Arrangements are progressing nicely. Chairman Rice and his side kick, Arthur Rochow, as well as the other dealer members of the Local Committee in charge are on the job day and night so that everything will move smoothly for the comfort and entertainment of those attending.

NOW DO YOUR PART. Make your reservation now so we can have everything in readiness for you. Get reservation cards from your Gypsy Tourmaster or write to M. & A. T. A., 326 West Madison Street, Chicago, Ill.

Riding the plank for solo riders was next. This stunt called for contestants driving between two planks nine inches apart without touching at either side. W. A. Mitchell, Harley-Davidson, of Ashland, N. J., succeeded in the feat, while L. W. Wintsch, of Newark, riding Indian touched but once.

Stop or Lose was the succeeding act. This stunt called for a solo rider stopping his mount with the front anxle over a line on the ground. It sounds easy, but isn't.

Charles Meyer, Philadelphia, and Eugene M. Barto, Trenton, both Harley-Davidson, were the winning contestants.

The foot race went to L. W. Wintsch, of Newark, with Franklin J. Ritz, of Philadelphia, but a step behind.

Three-legged race followed, with the team of Albert Webster and Joe Dorch winning and John Renner and Oscar Staub second.

The ladies showed that they could run three-legged races also, Miss Dorothy Defibaug and Miss Betsy Green forging to the front and staying there. Mrs. Dixon and Mrs. Dey were second.

DEALER HOLDS AN OUTING

THE annual bicycle picnic of the Bicycle & Motor Sales Company, London, Ontario, known as the "Red Bird Outing," was staged on Wednesday, July 5, under the direct auspices of G. A. Wenige, proprietor of the company and president of the Canadian Bicycle Dealers' Association. More than 750 bicyclists from six to 44 years of age were in attendance.

Wenige conducts the annual outing along novel lines. There is a program of 13 picnic races, 11 of which are bicycle competitions such as slow races, obstacle races, riding the plank, spearing the ring, mixed team races and other specialties.

Otto Walker and wife with Verne Guthrie and wife visiting an orange grove in southern California. Old Baldy in the distance covered with snow.

RACES AT JACKSON, MICH.

WITH riders from four states assembled in large numbers to witness the day's activities, the first big race meet held at Jackson, Mich., went off with a bang, though showers necessitated cutting the program to six events.

Ralph Hepburn, hailing from the Coast, riding an Indian motorcycle, was crowned the Michigan State Champion, when he won the five-mile Michigan Championship event in a heavy downpour of rain.

Major honors went to Gene Walker of Alabama, another Indian speedster, who won every event in which he started, three in all. His showing is the more remarkable when considering the fact that he competed at Binghamton, N. Y., some 800 miles away, the day before, and arrived at Jackson with only sufficient time to push his machine on the track.

The day's activities were started with qualifying trials of one mile, in which Gene Walker made the best time of 1 minute 2 4-5 seconds. Maldwyn Jones was second, on a pocket valve Excelsior, having clocked the mile in 1 minute and 5 seconds. Don Marks was third, having taken one-fifth of a second longer.

The next event on the program was a three-mile open in which the full field started. After the drop of the flag, Gene Walker made his famous jump, thereby getting the lead of the field, followed by Don Marks and Maldwyn Jones. They covered the entire distance in the order named and at no time were they more than a hundred feet apart, which made Gene keep his chin on the tank. The distance was covered in 5:25 4-5.

The riders were next called out for the miss-and-out, in which there were five starters. This race ran two and one-half miles, or five laps, and developed into a merry chase with the riders being flagged off in the order named: Maldwyn Jones, Ralph Hepburn, Johnny Seymour and Don Marks, which left Gene Walker to finish the race and gather in the shekels.

Rain started to fall by this time, and as the sidecar event was next scheduled it was decided to hold it off for fear they would cut the track up too much, and attempt to run off the balance of the solo events. To allow time for the professionals to get ready, a special match race of two miles was put on by D. Egan of Detroit, on an Indian, and Lawrence Burman of Jackson, on an Excelsior. This was won in 2 minutes and 30 seconds by Egan.

The professional riders were then called out for a ten-mile Michigan State Championship, but before they were able to start the rain was falling very heavily, and at the last moment, owing to the condition of the track, it was decided to cut this event to five miles. The riders were sent off and Hepburn took the lead which he held to the finish, the rest of the riders battling for second and third places, which wound up with Jones second and Seymour third. In addition to the usual prizes a large basket of flowers was presented to Hepburn as well as the honor of the Michigan State Championship.

It was impractical after this attempt to run any more races, owing to the heavy rain, and the rest of the program was called off for the day.

READING M. C.'s PICNIC

THE tenth annual picnic of the Reading M. C. was some picnic. The estimate was that over 1,000 people were present. The event was held at Possum Hollow along the Cacossing Creek, about five miles above Reading. The club sold refreshments on the grounds, but the majority of the riders brought their grub along, and made a real picnic out of it.

The cup for the out-of-town club having the most riders was won by the York Club. Up until the close of the picnic the winner looked like the Lancaster Club, but at the last minute the York Club beat them out with some of the late stragglers who had trouble on the road, and who did not arrive until it was time to go home. The York Club had 24, Lancaster 23, Pottstown 21, Allentown 13, and Easton 11. There were also many other out-of-town visitors who did not register. The rider coming the longest distance was Edgar Carpenter of Port Jervis, N. Y. The running broad jump was won by John Heiter, the running race for women won by Miss Ida Paulding of Reading, the ball throwing contest for women won by Miss Myrtle Lowery of New Holland, the jam eating contest won by George Flamm of Reading. The tug-of-war between the two Scouts was won by Jack Kluger, in the middleweight class, and in the big class John Heiter, Harley-Davidson, won the first event when he pulled Claude Mervine on an R-S. Heiter then again pulled Mitzel on an Indian and then tried to do the same with Sol Kulp on an R-S. They called it a tie, and agreed to pull by hand. Sol proved that he had some of his Pittsburgh stamina left by pulling Heiter off his feet.

In the lightweight class the Little Neracar that astonished the road burners in the Pittsburgh run again proved that it could go slow as well as fast. The Easton riders arrived about 3 o'clock, and presented the cup to the Reading Club which was won by them for having the largest attendance at the Martin's Creek Hill climb.

QUESTION BOX

The Question Box is open to every one. If you have a question pertaining to either the bicycle or motorcycle we will endeavor to answer it. Address your questions to Question Box, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

Chief and Scout

(1)—What should be the speed of a stock Indian Chief? Mine does 87 miles per hour solo, and 68 miles per hour with sidecar. Is this above or below the average?

(2)—What can be done to remedy slipping of the Indian Scout clutch? It grips all right when run without oil, but when oiled will not move the machine.

(3)—Can a Princess sidecar be fitted to a Henderson De Luxe?

St. Andrews, N. B. "Zip."

Answer

(1)—The speeds you get are better than the average and we do not see how you could reasonably expect more.

(2)—It depends on the type of clutch. The early Scouts had all-steel disc clutches, and much trouble was experienced from slipping. Later models had fabric-to-steel clutches and slipping occurred through weak springs or improper oil. Write to the Engineering Department, Hendee Manufacturing Company, Springfield, Mass., U. S. A., giving motor number and date of purchase of machine for remedy.

(3)—Not without altering the sidecar connections.

Probably Carburetor

(1)—I have a 1920 Reading Standard which runs nicely at slow road speeds and also when I open it up. At around 35-40, the motor seems to miss, then it runs all right. This happens no matter how I move the knurled knob of the needle on the carburetor. How can I remedy this, or is it peculiar to this make of motor.

(2)—My mileage on this machine with sidecar is 44 for gasoline and 110 to the quart for Mobiloil B. Are these figures low and would you advise using another brand of oil to get better mileage?

Jeffersonville, Ind. J. H. H. LYONS.

Answer

(1)—Look at the curved cam-surface on the carburetor. If there is a groove on this surface and a flat on the knurled knob of the needle-valve this is the cause of your trouble. Get new parts or you cannot take the missing from the motor. Such trouble is not peculiar to the Reading Standard at all and no fault of the motor. Don't blame the manufacturer for dirt affecting the proper action of the carburetor two years after the machine left the factory.

(2)—Mileage on both gasoline and oil is excellent. Mobiloil B is one of the best oils possible to use and we doubt very much if you could get greater mileage with another brand, so, why change?

SOME SELLING TONIC

Administered by Dieux Wheeler

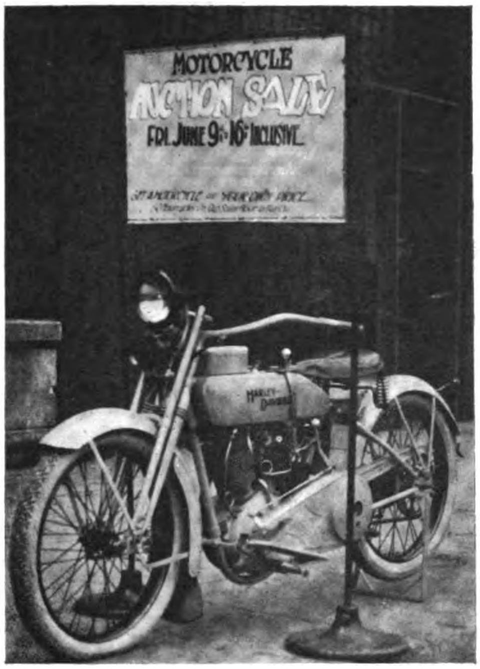
THE acompanying illustration shows how one cycle dealer uses his sidewalk in front of his store to good advertising advantage.

Many passersby do not look into windows as they walk along, but they are certain to see a display of this kind. In fact, they very nearly must see it or stumble over it. Naturally a narrow walk could not be utilized thus and some cities may have ordinances forbidding the use of the walks for such purposes, but on the average street you will find ice cream manufacturers' and bread manufacturers' displays of a similar nature.

This particular sign illustrated here advertised a motorcycle auction without the auctioneer. Space was used in the local newspapers advertising the auction. Readers were invited to come in at any time, examine the machines (second-hand motorcycles, of course) and make a sealed bid. Bids were opened a week later on a specified evening when the sale closed. Any reasonable bid was accepted. None others were considered. Instead of mentioning the machines as "second-hand" motorcycles they were called "exchanged" machines, which term does not smack so much of the used-up non-dependable.

The sale enjoyed a fair amount of success. Held at another season or under better general conditions it might prove the means of unloading a dealer's entire stock of used machines.

To return to the display stand, the same was made channel iron frame so fitted as to permit the convenient changing of the placards which were made of wallboard. The bases were of heavy iron. A similar rack could easily be constructed of wood. The display rack can be used the year round, advertising bicycles, used machines or new models of motorcycles.



How one cycle dealer uses his sidewalk to boost his sales.

CLAIMS CREDIT FOR HELMET

Early in 1914, Dr. Eric Gardner, Medical Officer for Brooklands track, noticed in his case book that about every fortnight he had a hospital case of a motor cyclist who had fallen on the track and received injury to the head. If the rider was travelling at 60 miles an hour or over he was usually practically unhurt, but if going at only 45 m.p.h. serious bodily damage usually resulted.

After some thought Dr. Gardner came to the conclusion that at the higher speeds a man who crashed was projected forward and struck the ground with a glancing blow, and not directly, as happened at the slower speeds. Having witnessed a man part company with his machine through fork breakage while passing under the bridge leading to the track, Dr. Gardner thought of the helmet idea, and got Mr. Moss, of Bethnal Green, to construct a canvas and shellac helmet devoid of all projections, stiff enough to stand a heavy blow, and smooth enough to glance off any object against which it came in contact. When the design was first submitted to the A. C. U. it was universally condemned, and when the A. C. U. became converted violent opposition was encountered from the riders.

Nevertheless, Col. Lloyd took 94 of these helmets with him to the Isle of Man. One rider who hit a gate struck it a glancing blow and, thanks to the helmet, was uninjured. Later, Dr. Gardner received a letter from one of the principal medical officers in the Isle of Man asking why, when after the T. T. races their hospitals had always "several interesting concussion cases," there was now none. All credit must, therefore, be given to Dr. Eric Gardner for an innovation which has not only rendered motor cycle racing a comparatively safe sport, but has saved countless riders from serious injury.—The Motor Cycle, London.

THE WAYNESVILLE CLIMB

THE Waynesville hill climb, near Dayton, O., provided some good competition on Sunday, July 2. Murphy on a Harley-Davidson, won the novice event, Murphy doing the 462 feet in 19 seconds. Hornick, on a Harley-Davidson, finished second, and Hetzel, Excelsior, landed third.

In the 61 class, Vance, who was on an Indian, did the grade in 13 seconds. Creager, Harley-Davidson, was second, while Murphy,. Harley-Davidson, was third. In the open event, Jones, astride of a Henderson, was the winner, Jones doing eleven seconds. Vance, Indian, and Karst, Henderson, finished second and third, respectively.

FAT SPARKS

By Hy Tension

Contributions to this column will be welcomed. If you think you have a spark that is hot enough to ignite the gas, send it along. Address contributions to Fat Spark Column, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

How to Live on 24 Hours a Day Do It with a Motorcycle

A Case for Pink Pills or the Motorcycle

Our grandfathers were bothered with liver complaint. We suffer flivver complaint.

As the Hart Panteth

A motorcyclist touring northern Wisconsin came to a fork in the road and decided a little too late to take the road to the right. As he turned at a goodly speed he "laid her over" too far and went down.

Painfully he arose and took an inventory of the damages. These consisted mainly of the better portion of the important part of his trousers being ripped entirely out along with the underwear of the famous initials. There was nothing to do but to go on in the hope of meeting few people and gaining a town where he could replenish his wardrobe. As he righted his mount his eyes struck a guide post on which was inscribed "Embarass, One Mile." Thankful that his embarassment would have to endure no longer than one mile he sped on to other conquests and other pants.

Pharmaceutical Advice to Motorcyclists

Someone asked, in our Question Box, about the use of ether and moth balls as a stimulant in cold weather. Of course, we weren't asked the questions, but were we to be queried on the point we would advise the use of moth balls if the machine is to be put up for the winter. Ether should be administered humanely to the machine before it is disassembled for any reason whatsoever.

A "Cereal" Story in Four Parts

John Farina
O. Barley
Waldo Korn
Gus Rice

On Smoking

Our friend, Frank Richardson Pierce, is touring the Valley of Ten Thousand Smokes. We imagine that after ten thousand smokes our valley will be Death Valley. We'll have to ask Lucy Page Gaston about it.

Bovine Bicyclists

They say that in a certain western town the mayor issued the following edict: "Cows running loose and riding bicycles on the sidewalks is prohibited."

$398

F. O. B. Factory, Plus Federal Tax

1923 Electrically Equipped HENDERSON DE LUXE MODEL

THE NEW HENDERSON DE LUXE MODEL LEADS THE ENTIRE MOTORCYCLE WORLD, AND HERE ARE JUST A FEW REASONS WHY:

YEARS IN ADVANCE of all the rest in design and construction. There was a time when two-cylinder automobiles were "the very last word"—when splash lubrication filled the bill—when small tires and scant mudguard clearance were the rule.

INFINITELY SUPERIOR in riding comfort, speed, safety, ease of handling and flexibility. Once you experience the fascination of Henderson smoothness and quiet-running you'll never be satisfied with anything else. One-fourth of the buyers of Hendersons this year were previous Henderson owners. One-fourth were entirely new riders who bought after their first rides.

PREMIER LONG DISTANCE CHAMPION OF THE WORLD. The inbuilt endurance and durability of the Henderson which made possible Bennett's 24-hour record, and the remarkable cleanup of the Los Angeles M. C. 24-hour Endurance Run, insure that Hendersons will stand up in the hardest service to which you will ever subject them.

SALES LEADERSHIP. Dealers all over the world tell us that Hendersons practically sell themselves.

FIRST WITH NEW PRICES AND NEW MODELS. The Excelsior factory leads the whole industry back to normal prices. Never before was the rider offered such outstanding value. Never before was the dealer offered a more attractive selling proposition.

FOR REVERSE GEAR, ADD $15 TO LIST PRICE.
FOR ALLOY PISTONS, ADD $25 TO LIST PRICE.

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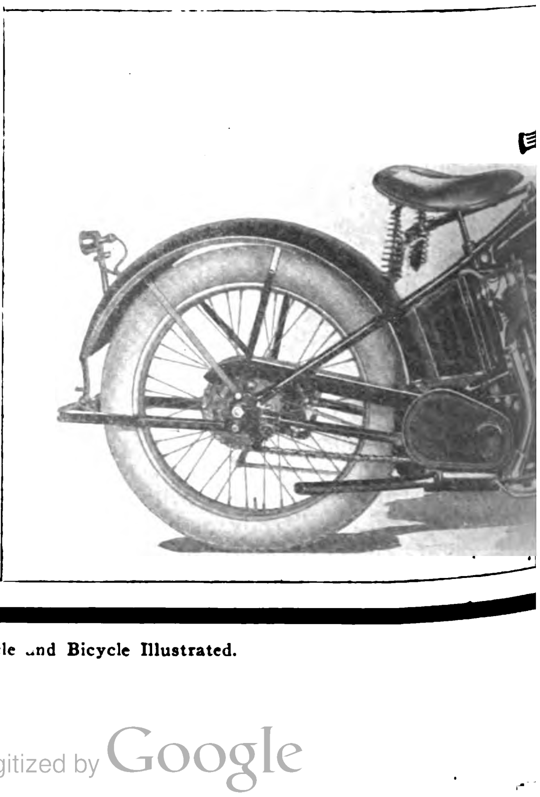

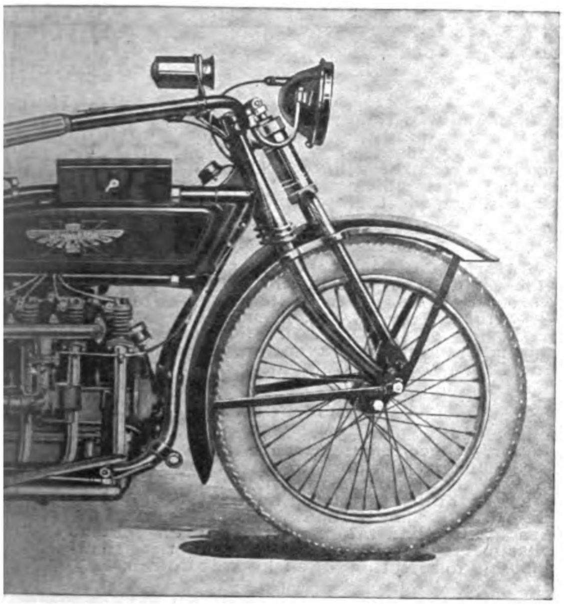

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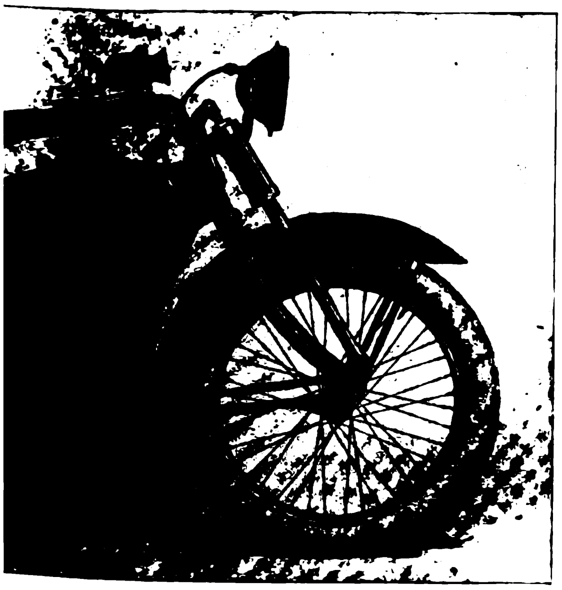


$310

F. O. B. Factory, Plus Federal Tax

1923 Electrically Equipped EXCELSIOR

EXCELSIOR LEADERSHIP AMONG TWIN-CYLINDER MACHINES IS BEST SHOWN THIS YEAR BY EXCELSIOR PERFORMANCE IN COMPETITION.

ON THE DIRT TRACKS, pocket valve Excelsiors ridden by Anderson and Jones have repeatedly defeated special four-valve racing machines in the hands of the best riders in the country. Excelsior competition machines are not equipped with freak racing motors altogether different in design from the stock product.

HILLCLIMBS. At Capistrano, Seattle, Pittsburgh and many other places, Excelsiors have made remarkable performances. At Capistrano in particular, Excelsiors won five out of the eight places in events in which they were entered.

EXCLUSIVE EXCELSIOR FEATURES. Consider the many major refinements in Excelsior design and construction—features that are not found on other machines.

KUSHION SPROCKETS are not furnished as stock equipment on any other American machine. They save wear-and-tear and conduce to your comfort.

ALSO CONSIDER THESE BUYING INDUCEMENTS. A trouble-proof frame with forged nickel-steel joints and quick removable center bar for engine accessibility—valve-lift built into kick-starter—quick removable chainguards—two-unit electrical system—large oversize tires—flat mudguards with ample wheel clearance—sidecar lugs in frame forgings—waterproof hub bearings—a real oiling system. And the Good X Always Makes Good.

FULL-FLOATING SIDECARS FOR EXCELSIORS AND HENDERSONS, $105.00 F. O. B. FACTORY

Among *the* Dealers

TAKE ON THE ACE

Fresno, Cal.—Flower & Vierheller, dealers, of Fresno, Cal., have become Ace dealers for this territory.

OPENS NEW CYCLE STORE

Regina, Sask.—Ivan J. Strutten has opened a new motorcycle and bicycle showrooms and service station at Regina, Sask.

NEW WASHINGTON DEALER

Centralia, Wash.—W. E. Watson and A. H. Carpenter have opened a cyclery at 543 North Tower avenue. They are handling Henderson and Excelsior bicycles and sundries.

OUT FOR SALES RECORD

Waterloo, Ia.—Ira Alberts, the motorcycle dealer, is out to break sales records during the next few months and is going after motorcycle sales hard. Alberts is some rider himself and is always boosting the sport among the motorcycle enthusiasts in this district.

WENTWORTH MAKES POLICE SALE

Hamilton, Ont.—The Hamilton Police Department, Hamilton, Ont., have purchased three Model 'L" Harley-Davidson sidecars to attach to solo mounts in use by the force. The Wentworth Cycle Works, 176 James street North, are local Harley-Davidson agents.

BUSINESS IS IMPROVING

Cedar Falls, Ia.—G. W. Fagan, the bicycle and sporting goods dealer here is pushing sales hard these days and reports business as improving in this territory. Business shows an improvement over last few months and the outlook is reassuring for the warm weather months.

DEALERS USE PRINTER'S INK

Little Rock, Ark.—The Boren Bicycle Company at 605 Main street are liberal users of printer's ink and have adopted the slogan of "The most up to date shop in the city." They are featuring the Latonia line of bicycles and report a good business during the past few months.

SCOTT NOW WITH PACIFIC CO.

San Francisco, Cal.—John W. Scott, secretary of the Golden Gate Motorcycle Club, and a motorcycle rider of old-time standing on the Pacific Coast, has joined the sales force of the Pacific Motor Supply Co., San Francisco, and has started his new duties with a vim that will no doubt put many new Indians on the road in the near future.

ANDERSON NOW A KEWANIS

Pembroke, Ont.—James Anderson, of Pembroke, one of the older but highly progressive bicycle dealers of the eastern portion of the Province, has become one of the charter members of the Kiwanis Club of Pembroke, which was recently organized. Anderson holds down the classification of "bicycle dealer" and is not ashamed of the fact. Anderson was responsible for the revival of bicycle track racing in his town this season.

TOM ECK AT TORONTO

Toronto, Ont.—A visitor in Toronto, Ont., is Tom Eck, trainer of the University of Chicago, now in his sixty-sixth year. Eck, who was a celebrated bicycle racer years ago, was born at Newmarket, a small town near Toronto, and he renewed many old friendships on this visit. Tom arranged to secure a Canadian patent on a special athletic shoe. After retiring from the bicycle track, Eck staged various theatrical bicycle acts and was a promoter for many years.

FRESNO CHANGES

Fresno, Cal.—Everett Bresee is advertising in the local press as sub-dealer for Indian motorcycles under Ray Seymour. For the past year Bresee has been selling the Harley-Davidson in conjunction with Salmon & Wilson, who now have the exclusive franchise on the Milwaukee line.

Robert Sarkegian, 2226 Tulare street, long an Indian sub-dealer here, is making preparations to open up in Bakersfield where he has secured the Harley-Davidson franchise for the 1923 season.

KANSAS CITY JOTTINGS

Kansas City, Mo.—Al. Crocker, of the Indian motorcycle agency, is optimistic these days and looks forward to a good motorcycle business this summer. His salesmen are hard after business and several commercial sales have been made in this territory.,

Fay Murray, new Ace dealer at Fairbury, Neb.

Newby Brothers have taken the agency for the Ace motorcycle for the Kansas City territory and report business as improving throughout the district. Many factories have resumed work and this is helping the sale of motorcycles. The Auto Owners' Association have put on a fleet of five motorcycles to give quick service to the members of the association.

OLIVE COMPANY OPTIMISTIC

St. Louis—The Olive Motor and Cycle Company on Grand avenue are pushing the sale of Harley-Davidson motorcycles for this territory and business is ahead of last year, according to Manager Schmidt. Several commercial sales have been made and the outlook for business during the summer months was never better. With the riders back at work, money is more plentiful and this helps the sale of accessories, and many of the riders doll their motors up with all the latest devices.

SELLS TO READING POLICE

Reading, Pa. — Hettinger Brothers, of Reading, have delivered four new De Luxe Henderson motorcycles with Gouldings sidecars to the city police of Reading. The police department had used Hendersons in 1917 and 1918, and then changed to Reading Standards, and have now come back to the four-cylinder. The sidecars have police department painted on the door, and the outfits made a nice showing to the public when they first came out. If these machines give service the department is going to purchase four more machines.

LANG SELLS SIDEVAN

Chicago—C. H. Lang, Harley-Davidson distributor, reports the sale of a sidevan outfit for quick delivery purposes to the Kueffel & Esser drawing material house on South Dearborn street. Commercial sales have been the mainstay of the Lang salesroom this season and the salesmen are hard after this class of business. The records compiled by the service department of the Lang agency shows that the commercial outfit can be operated during the first year for less than two cents a mile when any degree of care is shown by the rider and the records for the second year show an average of 2¼ cents per mile. The Chicago Tribune bought two sidevan outfits for quick delivery of advertisements between the printing plant on Michigan avenue and the downtown office at Dearborn and Madison streets. Speed is necessary in this service and the Tribune turned to motorcycles to get it.

BICYCLES FOR THE SCHOLARS

London, Ont.—The bicycle dealers of London, Ontario, broke out with another Bicycle Week wave for the last week in June in order to catch sales of wheels to children for passing school examinations. Five of the local bicycle merchants co-operated for a combination page in the London Free Press, these being William Gurd & Co., 185 Dundas street; R. M. Brisco Co., Ltd., 258 Dundas street; F. H. Thompson, 355 Talbot street; G. A. Wenige, of Bicycle and Motor Sales Co., and A. T. Tanner, 665 Dundas street. Approximately one-half of the page was filled with general bicycle news and comment.

The Bicycle and Motor Sales Company had a particularly timely window display which had more than the usual selling punch in the arrangement of a row of juvenile bicycles across the window. These were topped with a sign which read, "Bicycles for children who pass their examinations."

BIKE DEALERS MEET

Ontario, Can.—A meeting of the executive officers of the Canadian Bicycle Dealers' Association has been called to be held at Brantford, July 27. This will be the final gathering of the C. B. D. A. executive until the sixth annual convention, September 27 and 28, at London, Ontario.

TYNER IS FOUND

Hamilton, Ont. — G. W. Tyner, bicycle dealer, whose disappearance as a result of lapse of memory due to an injury received in 1913 was reported recently, was located in Niagara Falls, Ontario, and has returned to Hamilton. The Canadian Bicycle Dealers' Association had taken up the search for the missing man and was preparing to broadcast his description when he was found.

AFTER WAGNER'S NEW MARK

San Francisco, Cal.—Wearing the colors of the New Century Wheelmen, San Francisco, Arthur Owen, ex-service man, left San Francisco on July 3, in an effort to shatter the trans-continental bicycle record. On the first day out he passed through Sacramento. The present record is 28 days and 4¼ hours. Owen hopes to make it in under that. He carries a letter of introduction from Mayor James Rolph, of San Francisco, to Mayor John Hylan, of New York. He is traveling via the Lincoln Highway.

WENIGE BUYS THE DRINKS

London, Ont.—For his recent big annual bicycle picnic to Springbank Park, G. A. Wenige, proprietor of Bicycle and Motor Sales Company, provided 144 dozen bottles of soft drinks; 3,500 "hot dogs" and buns; 4,000 ice cream cones, and 400 boxes of candy. About 750 adults and children attended the picnic and each had four tickets free of charge, each ticket being good for a cone, bottle of pop, hot dog or box of candy. Surplus quantities were handed out as far as they would go towards the close of the outing.

TO CONCENTRATE ON BICYCLES

Chatham, Ont.—Bert Brown, one of the live-wire bicycle dealers of Chatham, Ontario, has closed out his automobile tire department. Brown, who is a specialist in vulcanizing, has decided to continue auto tire repairing in addition to his bicycle business, but has eliminated his stock of motor car tires because, he claims, it does not pay and that it interferes with his concentration on bicycle sales.

The Brisco bicycle retailers of Chatham and London, Ontario, are extending their store interests to a new retail establishment in Winsor, Ontario, it is announced. The new store in Windsor is under the management of E. C. Brisco and sporting goods, as well as bicycles, will be handled. The Brisco store in London is the R. M. Brisco Company, Limited. The original store is in Chatham where one of the brothers was formerly the mayor of the city.

CHICAGO DEALER IMPROVES STORE

Chicago, Ill.—John Engstrom, of the Excelsior Cycle Store, has fifixed up a modern and nifty salesroom at 5338 Broadway and is pushing the sale of the Excelsior and Iver-Johnson lines of bicycles. He has added a line of sporting goods, including rowboat motors. Engstrom has worked up a fine trade among the bicycle fans along the North Shore and his store is the mecca for the lovers of the bicycle sport. Many of his customers have bought B. S. A. Excelsior type racing bicycles this season. A bicycle club has been formed by boosters here under the name of the Edgewater Cycling Club and Otto Grass is president of the new association, with Augie Hun as vice-president and John Engstron as secretary-treasurer.

The new club will have a 15-mile run on July 16 on the Waukegan road and several worth-while prizes will be awarded the winners. Quite a few of the members were on hand for the St. Onge ride of the boulevards and several took part in the Milwaukee road race. The outlook for cycling along the North Shore is improving and Engstrom is boosting the movement strong and hopes to turn out one of the livest clubs in the city.

With *the* Trade

"JERRY" HERBERT WITH HUFFMAN

Dayton, Ohio—Announcement was made by President Horace M. Huffman, of the appointment of Clifford "Jerry" Herbert as general superintendent of the plant of the Huffman Manufacturing Company. "Jerry" assumed his position immediately and is now engaged in installing machinery and making arrangements for the early production of Huffman-Built bicycles.

Many people in the trade know Jerry as a veteran bicycle builder—in fact he grew up in bicycle factories and has always taken a master's pride in building the highest quality into the bicycles for which he was responsible. His life spent in bicycle building and his unusual mechanical ability fit him most admirably for his new position as general superintendent of the Huffman plant.

His first job, which he took when just a youngster, was with the Miami Cycle Company, where he worked for about two years. From there he traveled up to Dayton and entered the plant of The Davis Sewing Machine Company, where he spent 19 years.

"Jerry's" first job in the Davis factory was that of filing frames. However, he had greater ambitions and displayed such ability along mechanical lines that he was rapidly advanced, step by step, until he found himself at the building bench. Here his industry coupled with frequent suggestions for improved methods, won for him in 1907 the position of assistant foreman in charge of frame building. Later he was given complete charge of the entire department and continued in this capacity until he resigned to become connected with the Huffman company.

It is a noteworthy fact that during the years following his promotion to assistant foreman, Jerry built more than 1,100,000 bicycles. During this time he won for himself the title of "the man who took the guess work out of bicycle building and substituted mechanical accuracy." In fact, accuracy is one of his hobbies. He takes the keenest delight in perfecting special tools and machines which will safe-guard quality. He has a wonderful background of experience for his 39 years.

When announcing the apopintment, Horace wearing his well-known smile, remarked, Well, "Jerry, do you remember that it was just 14 years ago that I started in your department as an apprentice frame builder? I learned many of the fine points of bicycle building from you and I know we will make a fine team now."

"Jerry" remembered, and replied that he was looking forward to the happiest time of his life. "I am starting to work on building the niftiest line of bicycles it has ever been my pleasure to inspect. The machine tool equipment we have selected is the highest type for the production of a line of bicycles, which I shall be proud to accept entire responsibility for."

Clifford "Jerry" Herbert, general superintendent, Huffman Mfg. Co., Dayton, Ohio

* * *

NO GRASS UNDER GORDON'S FEET

Syracuse N. Y.—E. K. Gordon, vice-president of the Neracar Co. last week concluded a trip of over 500 miles by Neracar. His first jaunt was from Syracuse to Rochester, 101 miles, which he covered in 4 hrs. 15 minutes. Then he went on to Niagara Falls, 103 miles in 4 hrs. 5 mins. From there to Buffalo, 26 miles in 1 hr. 10 min., to Batavia, 40 miles, in 1 hr. 15 min. to Corning, 117 miles, in 5 hrs. 35 mins., to Elmira, 19 miles, in 45 mins. to Ithaca, 42 miles in 1 hr. 20 mins., to Cortland, 21 miles and to Syracuse 32 miles. The time was not taken for the last too stretches as he stopped along the way to take pictures. The total mileage was 501 miles and was made on five gallons and one pint of gas. Not satisfied with this, Gordon hopped on his Neracar Friday morning and rode back to Rochester to attend the M. and A. T. A. director's meeting, arriving in time to answer present to the roll call at 10 A. M. In the afternoon, he took a little jaunt out to Egypt to look over the hill selected for the national climb and then rode back to Syracuse in the evening to keep a business appointment. Quite an active lad is Gordon of the Neracar.

Vice-President E. K. Gordon of Ner-a-Car Corp. points out the convenience of "letting the footboard do it" when stopping at the curb

* * *

FREED COMING TO ATLANTIC CITY

Los Angeles Cal.—A. Freed is the first of the Pacific Coast jobbers to indicate his intention of attending the National Bicycle Show and C. T. A. convention at Atlantic City in September.

* * *

WELCOME BACK, MAC.

Akron Ohio—The many friends of H. P. McWilliams, former member of the Board of Directors of the M. and A. T. A., who left the Cycle industry about a year ago to go into the Automobile field, has returned to the fold and is now a member of the B. F. Goodrich organization.

* * *

NEW STEVENS' CATALOG

New York City—Stevens & Company, 375 Broadway, manufacturers of cycle and automotive equipment, has just issued Catalog No. 91, which describes in detail all of the company's many products. The catalog is profusely illustrated throughout its 50 pages. Among the new bicycle items in the Stevens' line are the bicycle lock holder, Stevens' split die for re-threading left cranks, oval base valve inserter, valve nut wrench, repair shop stand, a five-socket bicycle wrench, sliding-jaw caliper rule, pedal pin extractor and Stevens' "Griptite" compression head lock nut.

* * *

WIGWAM VISITORS

Springfield, Mass.—The wigwam has had many welcome visitors of late.

Bill Zimmerman, our Keene, N. H., dealer, brought down a couple of his riders to visit the Wigwam. He says that Keene is chuck full of Indian enthusiasts who are "just crazy" to visit the great Hendee plant.

Ernest De Simone, Indian sub-agent to the Broadway Cycle Company of Philadelphia, drove to the plant, 270 miles, without a stop to get a new Indian Chief. Ernie was the only perfect score in the recent Newark, N. J. run. Having been employed in 1918, in our Testing Department, he was very glad to meet his old friends.

W. H. and R. H. Miller and J. D. Plize, all of Providence, R. I., plan a six weeks' fishing trip to the Maine woods. They will travel in three Indians, two standards and a Chief and delivery van. "Three Wanderers" will be lettered on the front end of the van and on the sides publicity will be given to the Motorcycle Supply Company, Eddie Lutz, manager, Pawtucket, R. I. The Wanderers came to the Wigwam for special parts necessary for the trip.

* * *

THE CAT'S MEOW

San Francisco—The Daily Cat's Meow is the name of a sprightly little news sheet published in white chalk, on a blackboard, by the San Francisco staff of the Pacific Motor Supply Co., Indian dealers.

The editors have a novel and striking way of drawing attention to their news items, sometimes by cartoons and also by "Scare Heads." For instance, the issue of July 3, carried the announcement: "EXTRA! Eleven dogs killed by street car yesterday! ANNOUNCEMENT: There will be a hot-dog feed on Wednesday, July 5, at the Golden Gate Motorcycle Club. Members Only."

What Motorcycle Clubs *and* Riders Are Doing

GOOD CROWD AT CLIMB

Chambersburg, Pa.—The motorcycle hill climb held Sunday, July 9, on the Frank Slusser farm, west of town, was attended by about 3,000 people. Many prizes were won by local motorcyclists, John R. Grove capturing three prizes himself.

The hill climb was held under the regulations of the Motorcycle and Allied Trade Association. John Tritt, of Lemoyne, a referee authorized by the association, had charge of the event.

In the first event, 37 cu. in. class machine, Charles Lesher, of Harrisburg, riding an Indian motorcycle, won first prize. He ascended the hill a distance of 196 feet. Paul Danfelt, of town, riding an Indian Scout, ascended the hill 152 feet. He was awarded second prize. In the second event, that for 61 cu. inch. machines, amature riders, Walter Byers, riding a Harley-Davidson, ascended the hill in 7 1-5 seconds. He won first prize in this event. Lloyd Thompson won second prize riding a Harley-Davidson machine over the top in nine seconds.

In the next event, that for 61 cu. inch machines, expert riders, Ebert Summers won first prize, riding a Harley-Davidson over the top in 6 seconds from a standing start. The hill is 200 feet long. J. R. Grove, Harley-Davidson, won second prize in 6 1-5 seconds. Mark Seifert, Cumberland, Harley-Davidson, third prize, 7 1-5 seconds.

In the event for 74 cu. inch class machines J. R. Grove won first prize, going over the top in 6 seconds. Ebert Summers won second prize and Mark Seifert won third prize in this event.

In the event for class 80 cu. inch machines J. R. Grove won first prize, going over the top in 5 1-5 seconds; Ebert Summers won second prize, going over in 6 seconds; Mark Seifert won third prize, going over in 6 4-5 seconds. Harley-Davidson machines were used in both events.

An event for bicycles was won by Dan Miller. He asceended 55 feet of the hill. There were 12 other contestants. The winner was presented a bicycle gas light.

J. R. Grove then gave a demonstration of going over the top in high gear, the top of the hill being made in 5 seconds.

The climb was a wonderful success from every angle, and many riders were here from hundreds of miles distant. The entire Harrisburg M. C. Club came up.

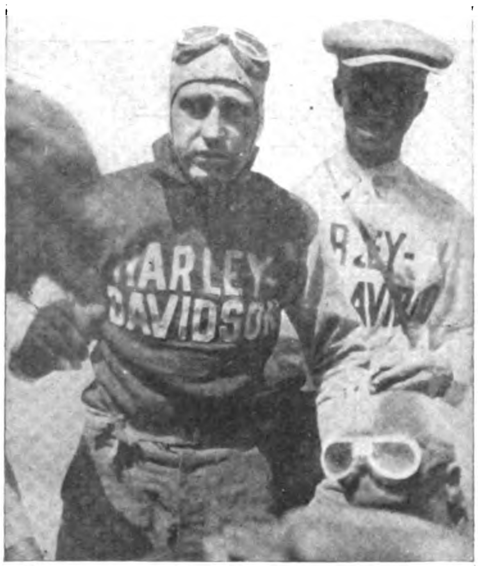
A DELAYED GYPSY TOUR

Providence, R. I.—The Rhode Island Motorcycle Association held its annual Gypsy Tour on Sunday, July 9, and in the trip embraced that portion of the country lying between Providence and Beacon Park, Webster Lake, Mass. The club also invited the Providence Motorcycle Club in on the festivities with the result that more than 200 riders participated in the event.

Leaving Providence at 9 o'clock, the party reached Webster Lake at noon, ready for the basket lunch with which the riders were armed for the occasion. During the lunch hour M. McDuff entertained the cyclists with monologues and impersonations on the stage of an outdoor theatre, in the lake park. President James McCutcheon made a speech, as did William Burnett, the Harley-Davidson agent in Providence. In the course of his remarks Mr. Burnett urged a large Rhode Island delegation to join the Massachusetts contingent, which is going to the Rochester Rally July 31, to attend the M. & A. T. A. convention. The Rhode Islanders will be led by George A. Hunters, of Pawtucket, and Lester Wightman, of Providence.

The afternoon was spent in a series of sporting events for both men and women, including three-legged races, wheelbarrow races, discus throwing, lockstep and tug-of-war, and many others of the same type, which not only proved interesting to the participates, but amusing to the spectators. Water sports were held later in the day, with Lester Wightman taking all the first prizes. Canoe races and water tub sports were not run off because of deficiencies in the equipment. The judges were Walter Jenckes, C. Francis Allen and James McCutcheon, of Providence.

Lined up before the start of the 5-mile private owners' race at South Bend, Ind.



Ray Weishaar and W. W. Whiting at Wichita championship

SANCTIONS ISSUED

ENDURANCE RUNS

July 16—Queensboro Motorcycle Club, Corona, L. I. Sanction 672.

July 23—St. Louis Motorcycle Club, St. Louis to Springfield, Ill., and return. Sanction 692.

HILL CLIMB

July 30—Vallejo Motorcycle Club, Vallejo, Cal. Sanction 673.

Aug. 13—York M. C., Menges Mills, Pa. Sanction 690.

RACE MEETS

July 30—Fort Wayne, Ind., Fort Wayne M. C. Sanction 688.

August 6—R. L. Clark, Milwaukee, Wis. (Includes: 10 mi. 61-inch, and 25 mi. 30-50-inch Solo, 25 mi. Sidecar National Championship.) Sanction 630.

Sept. 4—Neill & Norcross, Greeley, Colo. Sanction 652.

TIME TRIALS

July 30—Fort Wayne, Ind., Fort Wayne M. C. Sanction 688.

GYPSY TOURS

MARYLAND

Baltimore to Magothy River, Anne Arundel Co., Md.—46.2 miles. 23 tourists. L. Hilpert, tourmaster.

INDIANA

Marion, Ind., to Michigan City.—289 miles. 16 tourists. Glenn A. Scott, tourmaster.

SCOTT LEAVES 'EM IN THE DUST

Binghamton, N. Y.—Blinding his competitors in a deluge of dust as he tore around the dirt oval at Stow Park on Saturday and shattering every known record for the track, "Dynamite" Scott, side-car speed demon, gave the 1,500 spectators gathered at the track to witness the motorcycle events, a real thrill when he lapped the field in the five-mile side-car event, the feature of the afternoon's program. Scott shared the afternoon's honors with Gene Walker, who chopped all existing marks for the single event, in winning every solo race from a classy field of speed merchants.

Saturday's event is but one of a series of races to be staged at Stow Park by the Southern Tier Motorcycle Dealers' Association and future success was assured following the satisfactory staging of Saturday's event. The results of all races follow:

3-Mile — First, Gene Walker (Indian); second, F. W. Phillip (Harley-Davidson); third, Stanley Cornell (Indian). Time, 3:57 3/.5

5-Mile—First, Gene Walker (Indian); second, F. N. Phillip (Harley-Davidson); third, Carl Bratt (Harley-Davidson). Time, 6:31.

5-Mile—First, Gene Walker (Indian); second, Vern Squire (Harley-Davidson); third, F. N. Phillip (Harley-Davidson). Time, 6:17 3/5.

3-Mile Side-car — First, Dynamite Scott (Indian); second, Earl Buzzell (Excelsior); third, Clarence Jones (Harley-Davidson). Time, 3:37 2/5.

5-Mile Side-car — First, Dynamite Scott (Indian); second, Earl Buzzell (Excelsior); third, Clarence Jones (Harley-Davidson). Time, 6:08.

DUSTY TRACK AT HOBART

Hobart, Ind.—A fairly good crowd witnessed some pretty good racing on the rough and dusty track here Sunday. That racing machines are getting rather common was evidenced by the fact that the first race of the day, a six-mile dash, scheduled for "private owners," was won with a four valve, the same rider later entering the open races and getting beaten. The results follow:

6-Mile Private Owners — Czarkowski, Indian, first; Cropp, Excelsior, second; Craner, Indian, third. Time, 7 min.

6-Mile Professional—Anderson, Excelsior, first; Czarkowski, second; Cropp, third. Time, 6:50.

6-Mile Side-car—Anderson, first; Mescha, Excelsior, second; Cropp, third. Time, 6:58 3/5.

6-Mile Private Owners—Czarkowski, Campbell, Cropp. Time, 7:16.

6-Mile Professional—Anderson, Czarkowski, Cropp. Time, 6:53.

PAT IS A LUCKY GUY

San Francisco—Lloyd "Pat" Speer, of Dud Perkins' Harley-Davidson agency, whose motorcycle was recently stolen, took part in the annual endurance run of the Capital City Motorcycle Club. "Pat," riding a shop Harley, maintained a perfect score till he reached Truckee on the return trip, when a broken fork put him out of the run and he took his motorcycle to the local garage, for repair. To his surprise, he found his lost machine there, being held for him. It had been brought in for repairs and identified as the missing machine, so Pat was able to ride it back to San Francisco, leaving the police of Truckee to pursue their investigations. If this had happened in fiction, people would have called the coincidence too far-fetched.

RENO ENTERTAINS

San Francisco—A place in the July 4 parade is always reserved in Reno, Nev., for the San Francisco Motorcycle Club members and their friends. This year members of the Golden Gate Club, San Francisco, the Oakland Motorcycle Club and the Arrow Club, of Oakland, all participated in the Inter-State run, and the Reno Motorcycle Club welcomed the Californians with their usual enthusiastic hospitality.

Ralph Hepburn and John Seymour in Bill Freeman's sidecar at the South Bend, Ind., races

A Three-Ring Circus

By Harry J. McCarthy,

Executive Secretary, Cycle Trades of America, Inc.

MR. BICYCLE DEALER, do you remember how you, as a boy, went to the circus when it came to town and never had time to see the whole managerie before your parents, or whoever took you, wanted to take in the performance? Then when you were inside the big tent and started to work your optics around you got dizzy, so to speak, trying to watch three rings at the same time?

Well, the coming Bicycle and Accessory Show at Atlantic City, September 13 to 16, on the Garden Pier, is going to be a circus in itself and, if you go, you will surely find a big treat in store, for everything will be under one roof and nothing can be missed.

According to present plans, Ring No. 1 will have the greatest collection of new bicycles and accessories in captivity, and will make you dizzy giving them the "once over."

Ring No. 2 will feature the biggest aggregation of bicycle merchants ever assembled in one gathering, all rubbing elbows and renewing old and making new acquaintances.

Ring No. 3 will contain an overflow of manufacturers, jobbers and their representatives ready to greet you as one of the fraternity and take care of your immediate wants.

For the "side show," there will be home-trainer races, machines that many dealers have in their establishments to stir up business, trick riding, bicycle polo, swimming in the briny deep, dancing and other entertainment. In addition, the annual convention of the National Cycle Dealers' Association will merrily hold forth for two days. Fred St. Onge, the bicycle emissary, is slated to head a big bicycle parade through the principal streets as an opener for the show, and every manufacturer, jobber, representative, dealer and rider who takes in the affair will be in line.

Reduced Rates

"Ringmaster" Coffman, the demon show manager, has whipped into shape a glaring program with many surprises to be sprung, and recently filed application with the Trunk Lines Association for reduced railroad fares for all of us, including you. He expects to make a pleasing announcement very shortly.

There will also be a reduction in hotel rates that week, and with these important features as added attractions, it is believed dealers from all parts of the country will be clamoring for reservations for the big event of the year. Many dealers are expected to combine a vacation trip with business and take their wives along.

BE SURE TO GO

THERE will be something of interest to everyone in the bicycle business at the Atlantic City show in September.

Show Manager A. B. Coffman is busy working out the details.

Manufacturers, jobbers, dealers and cyclists should make it a point to be on hand.

Show Best Ever

That the coming show is going to be the best ever cannot be doubted. It is something new—a bicycle show in the Summer right in the heart of "America's Playground," where hundreds of thousands of persons from the four corners of the United States spend many delightful hours disporting in the many pastimes it affords. The best part of it all is the fact that the date selected is just about the time when the big rush to the seashore city is almost over.

Last year prediction was made that the Chicago Show would surpass any previous one. It did. Dealers from all over attended and went home feeling that the time they took off to visit the show was well repaid. Let the Atlantic City Show break all records and let *you* be one of the crowd.

P. S.—Start preparing for your trip NOW.

SAVING HIS WIND

Dugald M'Tavish, the all-round athlete and sportsman in the village, entered his name for all events in the local Highland games. The first event on the program was the half-mile, and of eight runners Dugald finished eighth.

"Dugald, Dugald," said a fellow Scot, "why do you not run faster?"

"Run faster!" he said scornfully, "an' me reservin' myself for the bagpipe competition."—Literary Digest.

Whenever Fred St. Onge, the Cycle Trades of America booster, appears he always draws a crowd of cyclists. The two photos above show part of the Milwaukee gathering, with Fred himself in the lower film, with the high boy just about to give one of his usual exhibitions of riding

Regains Health *on* Coast Tour

ROBERT K. NOBLES arrived at Los Angeles on his Columbia Superb bicycle with health regained from being gassed in the World War, after 41 days cycling across the continent bare headed. Since the World War the veteran has been in and out of hospitals until, last April, he decided he would get well or die in the attempt. So he bought a good bicycle and headed for California, leaving his home town, Federalsburg, Md., 100 miles south of Baltimore, Wednesday, May 10.

Nobles had not ridden 200 miles in two years but had been using an old bicycle where he had worked, just for running about town. The first few days were strenuous but, the war had taught him how to rough it and carry on. For the first seven days he averaged 59 miles a day.

Following the old National Highway, through Hagerstown, Wheeling, Columbus, O., Indianapolis and on towards St. Louis, he would have had pavement all the way to the Mississippi River, but, decided to go via the Pike's Peak Route after leaving Indianapolis. After two days of this he again headed toward St. Louis and then across Missouri to Kansas City, reaching there on the 27th. After crossing the Missouri River there practically was no more pavement except in the few large towns he passed through, until he reached California, aside from ten miles going into Albuquerque, from Santa Fe, and 40 miles beyond Dodge City, Kans.

Rain was encountred at Wheeling, Dayton and near Kansas City, but, thereafter, rain and mud were unknown. On the whole Nobles considered the roads good and made an average of about 80 miles a day all the way. His longest ride was between Santa Fe and Wagon Mound, in New Mexico, 120 miles between 3:30 a. m. and 8 p. m., a long day. The shortest day's ride was between Albuquerque and Las Lunes, 23 miles, using only part of an afternoon, as he wanted to leave the latter town very early in the morning, there being 85 miles of desert to the next stop, Grant's Station, on the Santa Fe route.

Reaching Arizona and continuous desert, Nobles adopted the plan of riding by moonlight as much as possible and resting in shade at noon day. Thus, with the moon favorable he made many starts around midnight, after napping in the shade of palms on the depot grounds of the Santa Fe at Arizona points and in California.

Once, in Kansas, the alkali water made Noble sick for a day, otherwise, food and drink, like sleep, fitted in without worry. Often he ate four times a day and, usually had fruit, along, to satisfy both hunger and thirst between towns. Starting, an invalid, he finished the 3,300-mile ride, a healthy man, free from the gassing in France, in the Argonne and Meuse. Naturally, he wants to stay in California, and will take up work there.

Very little luggage was carried and no attempt to cook or make camp along the way was planned. Wearing khaki, breeches, flannel shirt, golf stockings and easy shoes and going bare-headed, clothing caused Noble little worry, while, following the National Old Trails route, which, west of the big river, is along the Santa Fe railway, there always were eating houses handy and no danger from thirst across the 1,000-miles of desert.

At Trinidad, Colo., Nobles put on heavy duty tires in place of the light Palmer tires he had started with, which had become somewhat rim cut due to working loose on the rims. The change was made to insure against tire trouble and his tires still look fine.

At Trinidad, new inner shoes were put in the Corbin coaster brake and every part of the bicycle found in good shape. Arriving at Los Angeles, the Appeal Mfg. & Jobbing Co., overhauled his bicycle and the Columbia Superb showed but slight effects of the hard grind. The front forks were sprung a little, otherwise every part was in perfect condition.

VARIETY ON NEWARK CARD

THERE was plenty of variety on the program at the Newark Velodrome Sunday afternoon, July 16, with team match races, point races, miss-and-out race, handicaps, pursuit match, a debut of a French sprinter and other events with plenty of heats.

The match race that loomed up the best from a prospect standpoint was the match between Eddie Madden, the Newarker, and Pierre Sergent, the French rider who was making his American debut. Sergent, who arrived in this country late last week, lost out to Madden in two straight heats. In the first heat Madden beat Sergent in the last few yards and in the second Madden took the former French champion the last lap and won handily. Sergent may not have been at his best on account of just getting off a boat, but he looks as though he might improve if he changed his position somewhat.

The team match brought together the Spencer brothers, Arthur and Willie, and Frank Kramer and Orlando Piani. In the first heat the Spencer team won. They also won the second, but the referee ruled that the heat be ridden over because Arthur Spencer punctured. Then the trouble started. The deciding heat was started about five times and when it was finally run Art Spencer surprised the natives by going over a lap in front and winning. Piani fell in the heat.

Aleck McBeath, the Australian, had a pretty good day. McBeath met Alfred Grenda in a match pursuit race and he caught Grenda in three miles and 1,530 yards in 8:13 1/5. Mac then went out and nipped Alfred Goullet in the final sprint in the ten-mile open and won the ten-mile point race.

The ten-mile point race had 20 sprints, one each half-mile, with points scoring, 5, 3, 2 and 1 for first, second, third and fourth in all sprints except the final when the winner received 25 points; second, 15; third, 10; and fourth, 5. Alfred Grenda and Ray Eaton were running close in the early stages of the race, but Eaton retired early. Grenda, McBeath, Goullet and McNamara then loomed as possible winners. Charles Jaeger and Joe Kopsky broke away and gathered enough points to ride to a tie for fourth, McBeath winning with 37 points to 35 for Grenda and 24 for Goullet.

Bobby Walthour, Jr., won the half-mile handicap for the pro. anklers by sprinting around Fred Hill at the finish, Bobby carrying Lloyd Thomas and Ray Eaton with him. Fred Taylor, who had been knocked for a goal in an earlier race, put up a great finish in the miss-and-out, Fred just beating Fred Hill and Clif Papworth. E. C. Bendi, the New Yorker, surprised the fans by outsprinting the Class A amateurs in the two-mile point race, Bendi beating Willie Grimm, Joe Buelow and Fred Spencer. Louis Benezatti, another New Yorker, took the amateur handicap and George Cuva, the Class B race. Summaries:

Half-Mile Novice—Won by Albert Bernhardt; second, Charles Pitts. Time, 1:06 2/5.

Two-Third-Mile Handicap, Amateur—Won by Louis Benezatti, 65 yards; second, Harold Bower, 65 yards; third, Walter Skarbek, 35 yards; fourth, E. C. Bendi, 15 yards. Time, 1:15.

One-Mile Class B, Amateur — Won by George Cuva; second, Fred Kramer; third, Ray Van Brunt; fourth, Harold Bower.

Two-Mile Class A, Point Race, Amateur—Won by E. C. Bendi, 26 points; second, Willie Grimm, 15 points; third, Joe Buelow, 10 points; fourth, Fred Spencer and Anthony Beckman, tied with 8 points each. Time, 3:54 1/5.

Half-Mile Handicap, Professional—Won by Bobby Walthour, Jr., 55 yards; second, Lloyd Thomas, 50 yards; third, Ray Eaton, scratch; fourth, Fred Hill, 55 yards. Time, 53 seconds.

Miss-and-Out, Professional—Won by Fred Taylor; second, Fred Hill; third, Clif Papworth; fourth, Willie Hanley. Time, 7:30. Distance, 3 2/3 miles.

Ten-Mile Point Race, Professional—Won by Aleck McBeath, 37 points; second, Alfred Grenda, 35 points; third, Alfred Goullet, 24 points; fourth, Joe Kopsky and Charles Jaeger, tied with 19 points each.

WINNER TAKES A SUIT

Rene Paquette won the 20-mile road race run by the St. Brigid's Club at Ottawa, Ont., on Saturday, July 15, and won a suit of clothes for his efforts. Rene started from 7 minutes and finished up in 57:28. Charles O'Reilly started with him and ran second. O. W. Moore, three minutes, won time prize in 54:31.

Wagner Makes Record to Coast

CLARENCE WAGNER, the Terre Haute, Ind., cyclist, has beaten Bob Lawson's cross-country record of 35 days. Wagner left New York on June 15, and landed at Los Angeles on June 13, doing the trip in 28 days and 4¼ hours. Both rider and his mount were in excellent shape.

The Indiana rider left New York City Hall at 12:15 noon of June 15 and arrived at the Los Angeles City Hall at 4:30 on July 13. His average per day all the way was 120 miles, while his first ten day's average was 130 miles. He delivered a letter from Mayor Hylan, of New York, to Mayor Cryer, of Los Angeles.

Wagner is not satisfied with his cross-country jaunt, but will try for some Coast records, the Three Flag mark being one of them and some inter-city marks are also included. He has been challenged to a 100-mile race by riders from New York, who are now at Santa Barbara, Cal.

At Kansas City he was 139 miles ahead of his schedule on June 24. He steadily gained after that. His original schedule, which is printed below, called for 34 days, but he shattered that all to pieces. Charles Fuller Gates met him at San Bernardino and accompanied him into the city, where he was met by a welcoming committee at the Los Angeles City Hall.

Wagner used a Pierce bicycle with the following equipment: New Department hubs, Kelly handlebars, Torrington spokes and pedals, Diamond chain, Delta lamp, Goodrich tires.

The following table shows his schedule planned before leaving New York and his actual daily mileage from New York to Kansas City:

Date	Night Stop	Day's Mil'ge	Total Mil'ge
June 15	Easton, Pa.	83	83
June 16	Chambersburg, Pa.	156	239
June 17	Stoyestown, Pa.	84	323
June 18	Wheeling, W. Va.	133	456
June 19	Columbus, O.	129	585
June 20	Knightstown, Ind.	141	726
June 21	Marshall, Ill.	135	861
June 22	St. Louis, Mo.	160	1021
June 23	High Hill, Mo.	80	1101
June 24	Rocheport, Mo.	73	1174
June 25	Lexington, Mo.	94	1268
June 26	Baldwin, Kans.	105	1373
June 27	Herrington, Kans.	120	1493
June 28	Chase Sta., Kans.	116	1609
June 29	Dodge City, Kans.	112	1721
June 30	Syracuse, Kans.	107	1828
July 1	Las Animas, Colo.	93	1921
July 2	Poso, Colo.	84	2005
July 3	Springer, N. M.	91	2096
July 4	Las Vegas, N. M.	71	2167
July 5	Santa Fe, N. M.	73	2240
July 6	Albuquerque, N. M.	65	2305
July 7	Socorro, N. M.	86	2391
July 8	Ranger Sta., N. M.	64	2455
July 9	Springerville, Ariz.	90	2545
July 10	Hunt, Ariz.	60	2605
July 11	Winslow, Ariz.	76	2681
July 12	Flagstaff, Ariz.	65	2746
July 13	Seligman, Ariz.	83	2829
July 14	Kingman, Ariz.	94	2923
July 15	Needles, Cal.	71	2994
July 16	Amboy, Cal.	81	3075
July 17	Barstow, Cal.	85	3160
July 18	San Bernardino, Cal.	82	3242
July 19	Los Angeles, Cal.	63	3305

WAGNER'S DAILY ACTUAL MILEAGE

June 15	Reading, Pa.	135	135
June 16	McConnellsburg, Pa.	133	268
June 17	Greensburg, Pa.	93	361
June 18	Cambridge, O.	146	507
June 19	Dayton, O.	146	658
June 20	Danville, Ind.	124	777
June 21	Vandalia, Ill.	169	946
June 22	Fulton, Mo.	192	1138
June 23	Arrow Rock, Mo.	70	1208
June 24	Kansas City, Mo.	105	1313

GO AFTER FARMER LADS

IF dealers in farming districts would use the brain and diplomacy employed by J. D. Henderson, bicycle dealer at Cullman (a city of several thousand population, located some 50 miles or more from Birmingham), startling results might be obtained.

Mr. Henderson says the farmer simply will not turn loose the price of a bicycle for their boys, but in nine cases out of ten, when approached properly they will act upon this suggestion:

Mr. Henderson has a keen eye and when he sees a farmer boy gazing wistfully at a new and shining bicycle on display in the store he asks the lad if he would like to purchase a wheel. Invariably, the youth shakes his head and says: "I have not the money to pay for it."

Mr. Henderson expects such a reply and is ready for action. Often the boy is accompanied by his father, who is quick to tell his son he cannot afford to buy a wheel, and Mr. Henderson, in a courteous tone, asks the farmer if he will allow his son an acre or half-acre on which to plant a cotton crop.

The farmer usually consents to this suggestion. When marketing time comes an enthusiastic boy appears at the bicycle shop and demands to be shown the best wheel in stock.

He has the money, too, and appreciates his wheel more than if it had been given him.

Mr. Henderson says he sells many of his best bicycles in this way.

He also makes a specialty of selling school boys bicycles, and of 450 school boys in Cullman about 200 own wheels purchased from this enterprising dealer.

It is interesting to note the number of wheels lined up around the school yard.

Not long ago Mr. Henderson, who handles the Dayton line of wheels, gave an "indoor race," which was the subject of much comment and largely attended.

Clarence Wagner, cross-country record breaker, when he stopped at Terre Haute, his home, on his way West

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

RAIN hit the New York Velodrome on Tuesday night and as a result a two-hour team race and a 20-mile motor-paced consolation had to be carried over. 'Twas a sad blow to the boys.

* * *

There should be some keen competition when the riders that will be trying for the finals of the Amateur Bicycle League of America championships at Atlantic City in September. Around New York the trials will be held at West Hoboken and Brooklyn.

* * *

Newark professionals, who have migrated to New England for their season's activities, are doing very well. Here's Tom Fitzsimmons breaking track records up around Providence and Frank Cavanagh and Willie Keller winning regular at Revere and Worcester.

* * *

Variety is the spice of life. By putting a little variety into his cards at the Newark Velodrome, Manager Johnny Chapman had instilled a little enthusiasm into his fans. They were getting too much of the same thing all the time to keep coming, and as a result the crowds fell off very much.

* * *

The council of the Irish Games, which were to have been held next month, have deemed it advisable to postpone the events until August of 1923. An official report states that at a meeting a cable was received from the games' representative in America stating that Americans declined to compete under present conditions in Ireland.

* * *

By taking the quarter-mile title race, the first race of the second series for the American championship, at the Newark Velodrome on Wednesday evening, July 12, Ray Eaton landed himself within two points of the lead. Ray now has 17 tallies, two less than Willie Spencer, the leader, has, and five more races are to be ridden.

* * *

Getting shut out in his trial heat, winning the repeschage heat that put him back in the final and beating the man that defeated him in the trial, along with three others, was the story of Leonard Harten's winning of the amateur championship of New England at Nat Butler's Revere Beach tracks on Wednesday night, July 12. It was some strenuous riding that lad had to do.

* * *

Piet Dickentmann, the Holland paced rider, won the right to represent his country in the world's paced championship at Liverpool, by winning a 100-kilometer (62.16 miles) race at Amsterdam on Friday, June 30. Snoek, Blekemolen and Storm finished as named. The time was 1:22.16. Peeters Vandrakestein and Mazeirace will ride the amateur races at Liverpool for Holland.

* * *

Clarence Wagner, the Hoosier who started out for the cross-country record of 35 days, was sure stepping some. Los Angeles advices state that Wagner did the hop across the country in 28 days and 4¼ hours. The ink had hardly dried on this dispatch when we got word that another ambitious rider had started out from San Francisco to better that time to New York.

They start touring on a bicycle when they're young in New York City. Nathan Eder, 12 years of age, left New York on Monday, July 10, and went to Saratoga Springs and back to Poughkeepsie, where he took the boat for Manhattan. His distance was 300 miles. The youngster is a member of the Division Cycle Club and has competed in races run by that organization, finishing eighth in one ten-mile race.

* * *

Both the N. C. A. and the A. B. L. should refuse to grant a sanction for any races to be held on the half-mile track at Olympic Park, Newark, N. J., until the track is put in suitable shape for racing. A meet was held there on Saturday afternoon, July 15, and the track was in deplorable shape. Some riders fell, but fortunately none were injured. The track was full of ruts, rocks, grass and cinders. Some fine combination.

* * *

Saturday, September 16, will be a gala day at Atlantic City. On that day the A. B. L. will hold the National Senior and Junior championships. The officials of the organization are now busy drawing up plans for the title events, and riders from Maine to Washington and from the Canadian border to Mexico will be interested. This is the second championship that the A. B. L. has run, the first being held at Washington, D. C., last October.

* * *

Many athletes have done the "come-back" stunt after being out of active competition for a few years. The bird that said "They DON'T come back," knew what he was chirping about when he figured athletes, but he knew little about mosquitoes. After being almost free of the pests for a considerable time the man-eating variety of "skeeters" have returned to New Jersey and New York. And boys—and girls—they are vicious.

* * *

There has probably been no motor-paced table kept in the last few years that is as interesting as is the one that is being published weekly by MOTORCYCLE AND BICYCLE ILLUSTRATED. Victor Linart, the Belgian, is in the lead with 75 points, only one more than Clarence Carman. The list, which is published on another page, has about 25 riders listed and from the way the promoters are trying to develop material for this game there will be a few more added before the season finishes.

Burton Fenn, son of "Bill" Fenn, former "Wheatcake Champion"

* * *

Sons of fathers who have made fame in the cycle-racing game are winning quite regularly of late. Burton Fenn, son of "Bill" Fenn, the erstwhile "Wheatcake Champion," is gathering in his share of amateur prizes, while Bobby Walthour, Jr., son of the old six-day favorite and world's and American paced champion, is certainly coming to the front by leaps and bounds. Bobby Junior will some day wear the championship title for the sprinters. He is filling out rapidly and when he gets a little beef on him he will surely make the veterans go some to beat him.

* * *

There is nothing slow about the Franklin Skating and Athletic Club of Chicago. Last year they ran their Annual Derby and started working on it early. They are doing the same thing this year. Derby Day for the Franklin's is set for Sunday, September 17, and a fine list of events have been scheduled. They include: Four four-mile races, girls, Class A, Class B and Class C; two two-mile races, Junior A. B. L. championship and Senior A. B. L. championship; four races at 2 1/5 miles each, novice, Class A, Class B and Class C, and two five-mile A. B. L. championships, one for Juniors and one for Seniors. Riders wishing to compete may do so by getting in touch with the club's race committee at 1657 N. Whipple St., Chicago.

* * *

The Amateur Bicycle League of America State championships for the Junior and Senior titles of Amateur Road Champion of America will be held in the following States and cities: Arizona, Phoenix; Arkansas, Little Rock; Alabama, Anniston; California, San Jose; Connecticut, Bridgeport; Colorado, Colorado Springs; Delaware, Wilmington; District of Columbia, Washington; New York, Brooklyn; New Jersey, West Hoboken; Florida, Miami; Georgia, Savannah; Iowa, Davenport; Illinois, Chicago; Indiana, Indianapolis; Kentucky, Louisville; Wisconsin, Milwaukee; Kansas, Lawrence; Missouri, St. Louis; Michigan, Grand Rapids; Maryland, Baltimore; Ohio, Toledo; Pennsylvania, Philadelphia; Texas, Dallas, and Washington, Seattle. There will be several more States which have not as yet been decided on. The title winners of these State championships, both Junior and Senior, will compete in the National Road Championship finals at Atlantic City, September 16. The expenses of the riders will be befrayed by the Amateur Bicycle League of America. A. R. Jacobson, Chairman of the Championship Committee, will have supervision of all riders, and all information in regards the above races may be secured from him by addressing him at 149 West 98th St., New York City.

Eaton Making Strong Fight

RAY EATON is certainly going to be a contender for the American championship this year. Ray is putting up a strong fight for the title, and his winning of the quarter-mile championship, the first race of the second series, on Wednesday night, July 12, shows that he has the form that he had in 1919, when he won the honors. By winning the quarter from Willie Spencer, who leads with 19 points, Ray added five to his score, making 17 in all. Art Spencer beat Frank Kramer for third position.

The heats were won by Kramer, Eaton, Artie Spencer, Willie Spencer, Reggie McNamara, Alfred Goullet and Bobby Walthour. Willie Spencer eliminated McNamara in the first semi-final; Art Spencer took Goullet in the second; the third went to Eaton, who beat Cecil Walker, and Kramer won over Walthour in the fourth. Willie Spencer met Kramer in the first grand semi-final and beat him. Eaton won by the length of the stretch over Art Spencer, who tried some new stunts, in the second. Eaton jumped away when Art Spencer ran up the track and Artie chased, but gave up the ghost when Eaton got so far away that chasing was of no avail. It was a funny heat.

Eaton in the final rode up alongside of Willie Spencer in the sprint, slowed down Spencer and won as he pleased. Art Spencer had the edge on Kramer in the second, Art winning by a length. The standing of all the riders in the championship follows: Willie Spencer, 19 points; Eaton, 17; Art Spencer, 14; Kramer, 12; Goullet, 10; Piani, 3; Verri, 2. The championship consolation went to Goullet, who beat Walker, Walthour and McNamara in that order.

Walthour and McNamara had a match race, and McNamara won the first and third heats. Alfred Grenda and Aleck McBeath copped the honors in the three-mile tandem point race, with Jake Magin and Willie Hanley winning second money. Gus Lang and Alfons Verraes, the tandem champs, were third. Harry Horan, the "champion of the A. E. F.," won the two-mile handicap. E. C. Bendi, Lester Verhoek and Fred Spencer took the amateur races, which produced some good competition. Summaries:

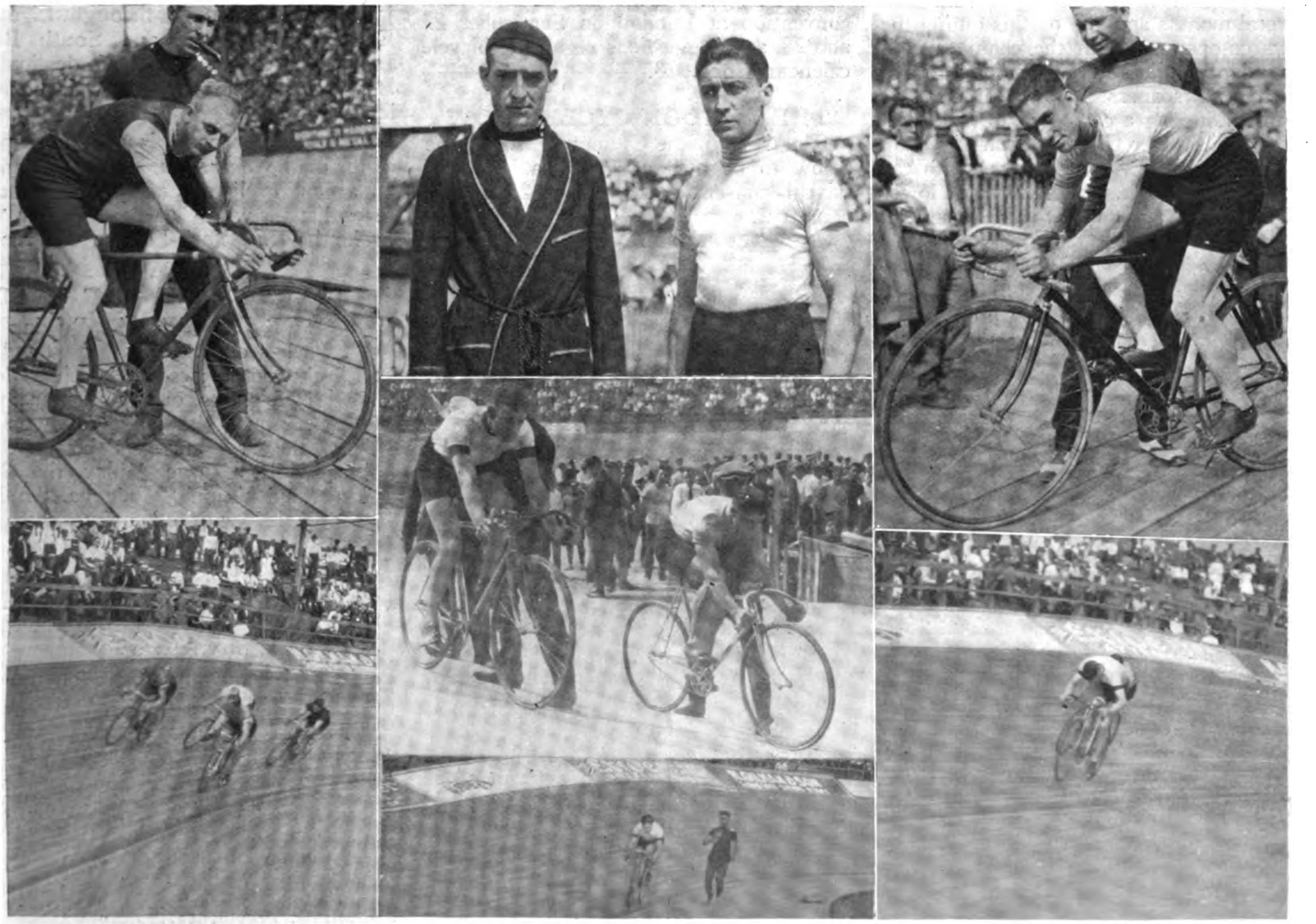
Half-Mile Handicap, Amateur—Won by E. C. Bendi, 35 yards; second, William Kirk, 60 yards; third, Fred Kramer, 35 yards; fourth, Walter Skarbek, 35 yards. Time, 55 4/5 seconds.

One-Mile Class B, Amateur — Won by Lester Verhoek; second, Fred Kramer; third, Michael Dolan; fourth, George Cuva. Time, 2:03 4/5.

Two-Mile Class A, Amateur—Won by Fred Spencer; second, Elmer Bundt; third, Willie Beck; fourth, Willie Grimm. Time, 4:00 1/5.

Two-Mile Handicap, Professional—Won by Harry Horan, 200 yards; second, Anthony Young, 60 yards; third, Willie Hanley, 10 yards; fourth, Gus Lang, 70 yards. Time, 3:49.

Three-Mile Tandem Point Race, Professional—Won by Alfred Grenda and Aleck McBeath, 23 points; second, Jake Magin and Willie Hanley, 19 points; third, Alfons Verraes and Gus Lang, 17 points; fourth, David Lands and Peter Drobach, 10 points. Time, 6:15.



At the Newark Velodrome, Sunday, July 16. Upper left, Elmer Bundt, the Buffalo amateur; upper center, Eddie Madden, left, and Pierre Sergent, French sprinter, before their match; upper right, Fred Spencer, Plainfield, amateur; lower left, Art Spencer, on pole, just turning his brother, Willie, loose in match race against Frank Kramer, in white, and Orlando Piani, in rear; middle center, Madden, left, and Sergent line up for first heat of match race; lower center, Aleck McBeath in pursuit race against Grenda; lower right, Madden taking Sergent in second heat of match.

PAYS TO HELP YOUNGSTERS

DOES it pay for a dealer to organize and provide leadership for a large party of boy bicyclists on a week's outing? "We'll say so," declare Rudy Lindgren and Fred C. Ringens, of Seattle, who are congratulating themselves over a flood of publicity given the store and its boys' club, "The Greater Seattle Bicycle Club" as a result of their efforts to give a real Wild West outing to the boys of the club.

With Ringens as leader 30 boys were taken to Hyak, the Eastern end of the Snoqualmie Tunnel, from which point, used as a base camp, hiking, fishing, and mountain climbing trips were taken daily for a week. Five of the boys motored to the summit of the pass, the other 25 going on the "Columbian," the observation car of the Chicago, Milwaukee & St. Paul Railway. It is a rule of the company that only through passengers can occupy the observation car, but this was cheerfully broken by the railroad, which sent its passenger agent to the station to see the boys off. In this car the boys saw everything along the beautiful scenic route.

Lindgren and Ringens interested the Seattle Chamber of Commerce in the club several months ago and on this outing the boys co-operated with the chamber in a way that brought several additional stories in the newspapers. The chamber has been conducting a campaign to make Seattle "the Flower City of America." On this trip the boys carried signs with the slogans "Welcome to Seattle, the Flower City"; "You are going to like Seattle"; "Seattle, the Flower City of America" and "Greetings from Seattle, the Flower City." These signs were held up to passing trains from the East full of tourists and the remarks of passengers to such a welcome gave much material for the newspaper stories.

The only expense to the boys was the train fare and the food eaten on the trip. Ringens is planning a trip to Victoria, B. C., in the near future. The club now has over 700 active members, boys and girls, in Seattle.

DEALERS ISSUE A BULLETIN

THE Canadian Bicycle Dealers' Association has undertaken to issue a special circular periodical for the dissemination of association announcements, trade suggestions and private news. The first issue of the publication, which is known as the "Bicycle Booster Bulletin," has been mailed to almost 350 bicycle trade men.

The first issue gave details regarding the recent executive meeting at London, information regarding the "White Line of Safety," references to 1923 prices, a short talk on advertising and newspaper publicity, announcements regarding the 1922 convention at London on September 27 and 28, and suggestions regarding bicycle calendars for 1923.

THE LONDON CYCLE SHOW

The dates of the Cycle and Motorcycle Show to be held at Olympia, London, have been set for November 25 to December 2.

Two more snaps taken at St. Onge's Milwaukee bicycle revival. Fred certainly brings 'em out

HOOSIER RIDERS ON TOUR

EXECUTIVE Secretary McCarthy of the Cycle Trades of America, Inc., received a letter from Leonard P. Kincade, Terre Haute requesting the names of dealers in the towns he plans to cover in a 2,000-mile bicycle tour, starting August 5. Accompanying Kincade will be Kenneth W. Hodgers. Both youths are Wiley High School athletes and, according to the letter, Hodgers is making the trip to be in trim for the football team of school when it takes the field next fall.

Starting from Terre Haute, the first stop will be Dayton. Springfield, O., then Columbus, Zanesville, and Wheeling, W. Va., follow. Leaving the latter city, they will pass through Cumberland and Hagerstown, Md., arriving in Washington, D. C., with a letter to President Harding from Governor McCray of the Hoosier State. They expect to reach Washington five days after leaving home.

Visiting in the national capital a week, both riders will head for Baltimore, and then hike to Pittsburgh and New Castle, Pa. Youngstown, then Cleveland and Toledo follow, and on the last leg of their journey they will go through Ligonier, Elkhart, Mishawaka and South Bend, Ind., with Chicago as their destination. It is expected the whole trip will be made in 22 days.

Kincade at present is assistant sports editor of the *Terre Haute Tribune* and is an ardent cyclist. Last year he toured several states with Clarence Wagner, who broke the New York-Los Angeles record.

LINART TAKES THE LEAD

VICTOR LINART, the Belgian and world's champion, has assumed the lead in the motor-paced table, Linart leading with 75 points, one point more than Clarence Carman, the Long Islander. Jules Miquel, the Frenchman, is third with 68 points, while George Wiley, the New Yorker, and Vincent Madonna, the Italian, are tied with 58 points each for fourth. The standing up to and including July 15, follows:

Rider	1st	2nd	3rd	4th	Pts.
Victor Linart, Beligum*	9½	6	3	2	75
Clarence Carman, L. I.	9	6	4	3	74
Jules Miquel, France	8	6	5	0	68
George Wiley, N. Y.	5	6	6	3	58
Vincent Madonna, Prov.	7	5	4	0	58
Frank Corry, Australia	5½	6	2	0	51
George Chapman, Newark	5	5	4	0	48
Charles Verkeyn, Belgium	3	3	6	1	37
George Seres, France	2	3	2	1	24
Frank Keenan, Revere	2	1	2	4	21
Jackie Clark, Newark	0	4	3	2	19
Vincent Markey, Passaic	2	2	1	0	18
George Colombatto, Italy	1	0	3	5	16
Brask Andersen, Denmark	1	0	2	3	12
Worth Mitten, Davenport	0	1	2	1	8
L. Marcella, Providence	1	0	0	0	5
Ralph Spiers, Revere	1	0	0	0	5
Larry Gaffney, Brooklyn	0	1	1	0	5
Percy Lawrence, 'Frisco	0	0	2	0	4
Archie Villa, Providence	0	1	0	0	3
Willie Keller, Newark	0	1	0	0	3
Joe Mitola, Providence	0	1	0	0	3
Willie Upton, Revere	0	0	1	1	2
Louis Gilson, Taunton	0	0	1	0	2
R. Blomstrom, Providence	0	0	0	1	1

Points — First, 5; second, 3; third, 2; fourth, 1.

*Linart and Corry rode to a tie at New Bedford, May 29. Points for first and second (8) were divided between them.

A Cycle Tour Over *the* Fourth

By George C. Dresser

A NUMBER of members of the Century Road Club Association decided they would take a tour over the Fourth. This tour was arranged by Captain A. Resnick of the Long Island Division, and as originally planned was to Great Barrington, Mass., in the Berkshires, via Suffern, Newburgh, Poughkeepsie, Amenia, Salisbury and South Egremont, Mass., returning via Canaan, Winsted, Canton, Hartford, Meriden, New Haven, crossing Long Island Sound by ferry from Bridgeport, Conn., to Port Jefferson, L. I., and returning to Brooklyn through Long Island. So many delays were caused by rain that we were obliged to cut the trip short somewhat. However, the trip was a very enjoyable one, notwithstanding the inclement weather, and a total of 255 miles were covered in the four days. It was doubtless one of the most successful trips taken by the club in recent years, and could well be repeated to cover the full trip.

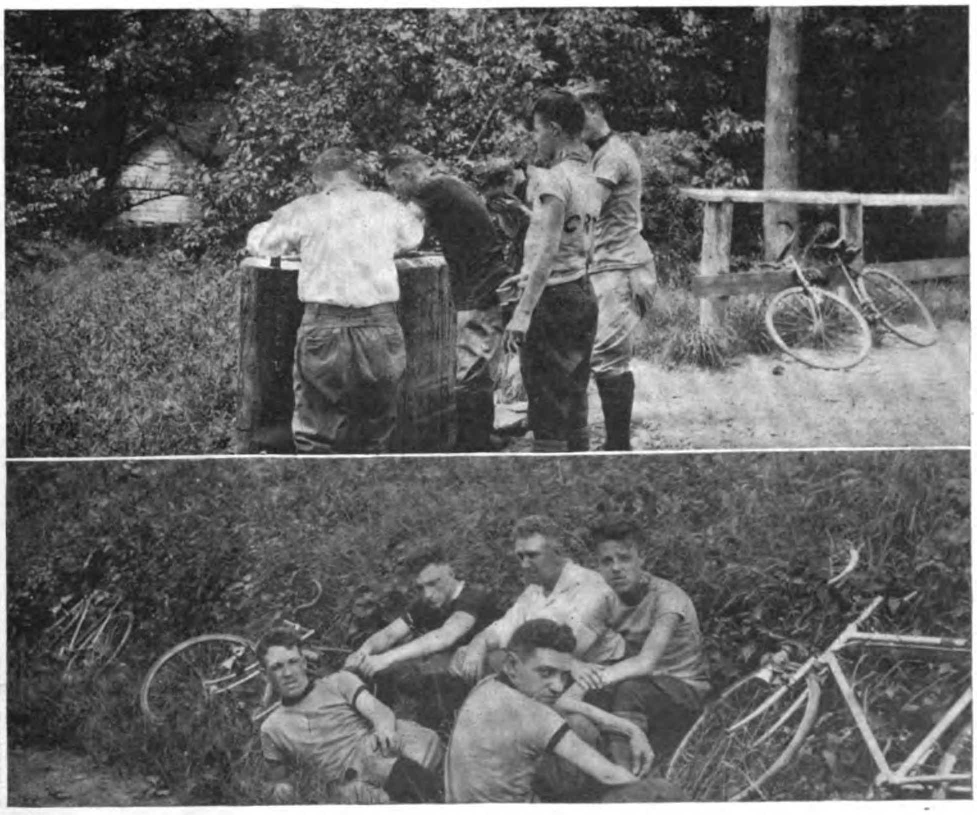
Leaving Brooklyn at 9:00 a. m. Saturday, July 1, were Captain A. Resnick, Larry L. Levy, Aaron Fischer and the writer. At Weehawken ferry we were joined by John Rahmsdorf and Howard H. Heldman of the N. Y. Div. The weather looked dubious, but we decided to take a chance, and after going a couple of miles the rain came down and we were obliged to seek shelter, which we found in a house under construction in West New York. The rain held us there for six hours before it let up enough for us to proceed. We had improved our time while there in rigging up splash boards for the front and rear wheels, so that we could ride on the wet roads at some speed without getting splattered up. All were very hungry after our prolonged stay under cover, and we enjoyed a hearty meal at Nungesser's famous hostelry at North Bergen, N. J., a favorite stopping place for wheelmen in the old days. Our destination for the day's run was Poughkeepsie, but after reaching Suffern, N. Y., it rained again and we were obliged to stop there for the night in somewhat crowded quarters. Forty-two miles were covered for the day.

Sunday, July 2, it was still cloudy and uncertain, but after a good breakfast and cleaning and adjusting the bicycles we left Suffern about 8:30 a. m. Great Barrington was our destination as scheduled, but that part of the trip we were obliged to discontinue on account of previous delays.

Our route took up through Ramapo, Tuxedo, Harriman, crossing the ferry at Newburgh to Fishkill Landing we rode to Poughkeepsie on the east side of the Hudson. On the way the sun came out, the first time we had seen Old Sol since starting on the trip, and it was quite hot, but the pace was easy, with frequent stops along the road to pick berries and to take interesting snaps on the way. The scenery was wonderful most of the way on this day's run, and at the pace we rode it could be fully enjoyed, doubtless much better than if in an auto.

Digging a fly out of the author's eye on C. R. C. A. tour

Coming into Newburgh an automobilist turned in front of us without warning, causing Fischer to take a spill, fortunately without serious damage. Arriving at Poughkeepsie about 2:30 p. m., our appetites were in good condition for dinner, which was thoroughly enjoyed. We were again held up by rain, but got started at four o'clock, determined to ride as far as possible. We went through Pleasant Valley, Millbrook, Amenia, and Sharon to Lakeville, Conn., which we reached about 10:15, having ridden 97 miles for the day. Numerous hard grades were encountered en route, but young Heldman climbed them all and we nicknamed him "Ambition." Coming into Amenia we decended a hill which was at least three miles long, and we enjoyed a swift coast down, and the straight part of the hill we probably made over 40 miles an hour. At Lakeville we were fortunate in securing accommodations for the night at the Wononsco Hotel, but were out of luck for eats, all we were able to find were sandwiches in a little tea room; this was rather light feed from our meal of eight



On the July Fourth Tour of the C. R. C. A. Upper, cooling off at the watering trough at Poughkeepsie; lower, taking a rest by the side of the road near Fishkill Landing, N. Y.

hours previous after riding some 50 miles. Levy having an important engagement in New York, was obliged to leave us here, riding to Millerton on the wheel and taking the train from there.

Monday, July 3, left Lakeville at 8:30 a. m. without breakfast, our destination being New Haven, Conn. First stop was made at Salisbury, Dressers' old home town, and took a snap of his birthplace; also other places of interest. We found plenty of blackberries along the way, which appeased our appetites somewhat until we arrived at Canaan, nine miles from Lakeville, where we had a good breakfast. We were again delayed for a time by rain, but it finally cleared a bit and we made the run to Hartford without further downpour. The route took us over the mountain to Norfolk, but we were able to make the grade without much difficulty.

From Norfolk we passed through Winsted, New Hartford, Canton and Avon. Over Talcott Mountain from Avon we were obliged to walk most of the way, the grade being too stiff to ride with comfort; the view from the top was very fine. We arrived at Hartford about 5:00 o'clock, where we had dinner and made a few calls on friends there. After adjusting the wheels we left for New Haven about 8:00, weather very threatening at that time. After riding some eight miles the rain came down and we found shelter in a refreshment stand side of road near Berlin, where we remained until the proprietor closed up. It was then raining hard, but we were told that we would find a grocery store and pool room a short distance ahead. Fortunately we were able to get in this place, also to secure accommodations for the night at the proprietor's house near by. The quarters were somewhat crowded, but it rained hard all night and we were satisfied with anything to get under cover. Several games of pool were indulged in, and Rahmsdorf showed that he was some pool shark by pocketing the cue ball most of the time. Sixty-five miles were ridden for the day.

Tuesday, July 4, the weather was so threatening that we did not start out until after noon, our destination being Bridgeport, Conn. We had rigged up mudguards again and kept them on for the balance of the day. Weather was fine and cool, with no dust, and the ride to New Haven was very enjoyable and good time made. At New Haven we looked over the Yale College buildings and then had dinner, after which we started out, but after reaching Milford, some 12 miles, it started to rain again and we gave it up there, taking the train for New York, where we arrived about 7:30, the Long Island Division members wheeling to Brooklyn. Forty-eight miles were ridden for the day.

The expense per man for the entire trip did not exceed $15, showing that there is nothing to compare with the bicycle for a trip of this kind for pleasure and for nominal expense. Many riders think there is nothing but the excitement of racing to be derived from the wheel, but the writer believes if more bicyclers would try trips of this kind they would find pleasures of which they never dreamed.

The following equipment was used by each rider:

John Rahmdorf—Wheel, Bastide; gear, 71; tires, 1-in. Palmer-Armstrong; coaster, Musselman.

H. H. Heldman—Wheel, Aerts; gear, 77; tires, 1-in. Palmer-Armstrong; coaster, none.

A. Resnick—Wheel, I.-J. Chater Lea; gear, 71; tires, 1⅛-in. Palmer-Armstrong; coaster, Atherton.

A. Fischer—I.-J. Chater Lea; gear, 74; tires, 1⅛-in. Palmer-Armstrong; coaster, Atherton.

Larry Levy—Wheel, N. E., B. S. A.; gear, 74; tires, 1⅛-in. Palmer-Armstrong; coaster, New Departure.

G. C. Dresser—Wheel, Caminade; gear, 74; tires, 1⅛-in. Palmer-Armstrong; coaster, New Departure.

No tire trouble was experienced during the entire trip, and the only wheel trouble was when Heldman's chain jumped the sprocket going down a short grade; no damage caused.

DEALER ADDS SPORTING GOODS

Bicycle sales in Pensacola have been slower during the past few months. The repair business has been very good. T. T. Wentworth, Jr., local dealer, has stocked sporting goods, and reports a good business.

A view of the crowd when St. Onge gathered his riders at Milwaukee

BELGIAN TEAM A WINNER

THE feature race at the New York Velodrome on Friday, July 14, was a one-hour team race with Clarence Carman and George Wiley representing America; Victor Linart and Charles Verkeyn, the Belgian entries, and George Seres and Jules Miquel, of France, carrying the tricolor. The conditions of the race called for a "sprint" every five miles, that is, the leader at each five-mile mark was credited with five points for the team; second man was credited with three points for his team and third man was given one point. The leading man at the finish scored 25 points for his team; second, 15 and third, 5, with only one man of a team scoring.

Seres got to the front and scored for his team at the first five-mile station with Wiley and Carman second and Linart and Verkeyn were third. Shortly after that Linart went to the front and was never headed, winning by 56 points to 36 points for Carman and Wiley and 16 points for the French riders. The distance covered in the hour was 41⅛ miles.

Alfred Goullet and Orlando Piani, the American-Italian combination, defeated Eddie Madden and Cecil Walker, the American and Australian pair, in a team match race, the former team taking the event in straight heats.

Bobby Walthour, Jr., son of the old six-day champion; Francesco Verri, Italy; Hans Ohrt, San Francisco, and Reggie McNamara, Newark, met in a four-cornered match race, the conditions calling for the first three in each heat scoring five, three and one, respectively. Verri won the first heat from McNamara and Ohrt, Walthour running fourth. Walthour was the real class of the second heat, Bobby Junior winning from McNamara and Verri, Ohrt being fourth in this heat. The third heat was taken by Verri, but not without a struggle as Walthour came from fourth position in the last half-lap, got a hook as he entered the last turn, and raced Verri right to the tape. Ohrt was third and McNamara fourth. It was a remarkable ride that the son of a famed daddy put up. On points Verri won with 11 points to eight for Walthour; six for McNamara and two for Ohrt.

Willie Grimm, Burton Fenn and Fred Spencer, New Jersey amateurs, gathered in the big honors in the amateur races for all riders. Spencer won the one-mile open with Grimm second. Burton Fenn won the amateur handicap at a half-mile. Earl Adams, the Negro, landed the two-mile lap race for New York riders. Results:

One-Mile Novice—Won by James Pisciatta; second, Paul Lindau. Time, 2:16 1/5.

Half-Mile Handicap, Amateur—Won by Burton Fenn, 50 yards; second, Charles Pelosa, 80 yards; third, Paul Ottofaro, 45 yards; fourth, Roy Mobeck, 30 yards. Time, 55 4/5 seconds.

One-Mile Open, Amateur—Won by Fred Spencer; second, Willie Grimm; third, Willie Beck; fourth, Elmer Bundt. Time, 1:59 4/5.

Two-Mile Lap Race for New York Riders—Won by Earl Adams; second, E. C. Bendl; third, Dan Costello; fourth, Felix Patti. Time, 4:11 3/5.

LINART COPS AT PROVIDENCE

Providence, R. I.—Victor Linart copped the 35-mile motor paced race at the Cycledrome Tuesday evening, July 11. George Chapman got second place, George Wiley third place and Jackie Clarke finished fourth. Linart's riding justified his right to the title of world champion. It was give and take throughout the entire melee, with Linart getting in on the take end. But he was forced to the utmost to pass his men as he challenged them. Clarke did not do the work that was expected of him, but he has the makings of a pace follower someday, Vincent Madonna just to show he is trying to get back into the harness quickly, gave an exhibition ride of a couple of miles and will be in readliness for his first event Friday night when he meets Chapman and Corry. Chapman's riding here tonight was the first he has done since he collapsed when Madonna was injured. Summary:

Two-mile handicap, amateur—Won by L. S. Harten, scratch; second, James Gregson, 45 yards; third, R. Vandermeasch, 45 yards; fourth, Michael D'Angelis, 35 yards. Time, 34 3/5 seconds.

Three-lap Handicap, professional,—Won by Vincent Markey, 25 yards; second, Humbert Norantonio, 10 yards; third, Willie Upton, 40 yards; fourth, Frank Depanni, scratch. Time, 49 seconds.

Two-Mile amateur, Class B—Won by Bruno Dion; second, Clarence Elmstrom; third, Vincent Pischione; fourth, Edward Stone. Time, 4:30.

Miss-and-out amateur, Class A-Won by L. S. Harten; second, Romeo Goddu; third, Fred Jarvis; fourth, Roland Sivigney. Distance, 2½ miles. Time 4:54.

Three-mile open, Professional—Won by Thomas Fitzsimmons; second, , Humbert Norantonio; third, Vincent Markey; fourth, Frank Depanni. Time, 6:53 1/5.

Thirty-five-mile motor-paced race, professional—Won by Victor Linart, Belgium; second, George Chapman, Newark; third, George Wiley, New York; fourth, Jackie Clark, Australia. Time, 51.37.

RIDERS EMULATE FINNIGAN

New Bedford, Mass.—There was pep to the races at the Cycledrome here on Monday evening, July 10. There has been so much rain up through New England of late. and the bicycle riders (to say nothing of the poor promoters) have lost so much "jack" that when they get a chance to race they lose no time in hopping on the mark and off again, just like Finnigan, the famous section boss, who, when urged to use brief messages, reported a derailment as follows: "Off again, on again, gone again—Finnigan." That was the case on Monday night and the big crowd commended the snappy manner with which the events were run off.

The paced feature on the program was a match between Clarence Carman, the Yankee, and Victor Linart, Belgian and world's paced champion. The pacing machines had been changed, the roller back of the rear wheel had been placed four inches further back. More work for the cyclists. The first heat was at ten miles and Linart won in 14:51 1/5. Carman reversed the decision in the second heat at 15 miles, his time being 22:52 2/5. The deciding heat was at ten miles pursuit style and Carman won in 13:57 2/5.

Frank Depanni won the five-mile "Record Race" and bettered the old time for that distance. The old mark was 10:42 and Depanni was timed in 10:39 1/5. Joe Turgeon beat L. Marcella in a pursuit race after going 3½ miles in 8.00. Mike DeOrio, of Newark, landed the pro. handicap and the amateur races went to Leonard Harten. Summaries:

Four-Lap (4/7-mile) Handicap, Amateur—Won by L. S. Harten, 10 yards; second, A. Belanger, 45 yards; third, Bruno Dion, 65 yards; fourth, William White, 35 yards. Time, 1:10 2/5.

One-Mile Open, Amateur—Won by L. S. Harten; second, George Loftes; third, Romeo Goddu; fourth, Fred Jarvis. Time, 2:08 2/5.

Half-Mile Handicap, Professional—Won by Mike DeOrio, 25 yards; second, Tommy Fitzsimmons, scratch; third, G. Prococini, 50 yards; fourth, Humbert Norantonio, 10 yards. Time, 59 1/5 seconds.

Five-Mile "Record" Race, Professional—Won by Frank Depanni; second, Louis Gilson; third, Vincent Markey; fourth, Joe Reeber; fifth, Tommy Fitzsimmons. Time, 10:39 1/5. Old track record, 10:42.

MIQUEL AHEAD AT WORCESTER

Worcester, Mass.—Jules Miquell, who has been going like a champion in his appearances at Worcester this season, put over another win here on Monday night, July 10, when he breezed home five laps ahead of George Wiley in a 35-mile motor-paced race. George Colombatto, making his debut in the Heart of the Commonwealth, failed to show the form expected of him and was never in the race from the start. The time was 49:24 1/5.

Tom Logan, son of Pat Logan, manager of the track, took top honors in the three-mile amateur open by coming through with a sensational finish. Young Tom looms up now as a most promising rider and Father Pat can be pardoned when he smiles a bit modestly over the recent achievements of the lad. Summary:

Thirty-five Mile Motor-Paced Race—Won by J. Lucien Miquel; second, George Wiley; third, George Colombatto. Time, 49:24 1-5.

Five-Mile Professional Open — Won by Frank Cavanagh; second, Willie Kellar; third, James Cobert; fourth, Ralph Spiers. Time, 12:18 4-5.

Three-Mile Amateur Open—Won by Tom Logan; second, Walter Greenquist; third, Sidney Mantell; fourth, Shep Richmond. Time, 7:12 3-5.

Amateur Mile Handicap—Won by Ernest Dufrane, 100 yards; second, Henry Vaudreuil, 135 yards; third, Ray Williams, 55 yards; fourth, John Flynn, 215 yards. Time, 2:04.

Professional Mile Handicap—Won by William Cupit, 110 yards; second, Tim Sullivan, 130 yards; third, Hugh McPartland, 140 yards; fourth, Frank Cavanagh, 15 yards. Time, 1:53.

Pursuit Match Race—Won by Sidney Mantell; second, George Rhodes. Distance, one mile and 675 yards. Time, 3:07 1-5.

Humbert Norantonio, Providence paced rider, with Joe Reeber, Newark, holding him

NAT BUTLER WINS AT LAST

Revere, Mass.—Nat Butler has won another race. This time it was not a bicycle race, but a struggle between Nathan and old Mr. Jinx Rain, the famous crabber of outdoor sports, and on Wednesday night, July 12, Nat sneaked one over on the joy killer and run his race meet at the Revere Beach Cycle Track. The oldest native had almost forgotten when Nat had run a meet and Nat was celebrating a delayed Fourth, as his programs carried that date, but he finally managed to dispense with rain checks and the "Races Monday Night" sign.

Two feature races marked the first rainless race night that Nat has had since June 24. In one feature George Wiley, the New Yorker, defeated Jackie Clark, of Newark; Victor Linart, the Belgian, and Charles Verkeyn, another Belgian, in a motor-paced race over the 35-mile route. Linart led until the 20th mile when Clark assumed the lead, but Clark only held it for a short distance when Wiley went to the front and stayed there to the finish. Clark was second and Verkeyn beat Linart for fourth. The clockers caught Wiley in 52:54 3/5.

The other feature was the New England amateur championship. "Simons" landed at Nat's bowl from Worcester, New Bedford, Providence and other parts of Old New England and the winner was a lad who hails from Providence, Leonard Harten, who had been eliminated in his heat, but won the repeschage heat that eased him into the final.

The heats of the one-mile N. E. amateur title race were won by Leo Maggoli, East Boston; Frank Hughes, Arlington, who shut out Harten; Romeo Goddu, one of Frank Cadwell's stars at New Bedford, and Walter Greenquist, a protege of Pat Logan's at Worcester. Harten, as stated before, won the repeschage heat.

Maggoli was favored to win the title, but the best he could get was fifth. Harten trailed to the rear of the field for 2/3-mile, while the others were fighting it out for the lead. Hughes, who finished second, jumped the field on the fifth lap with Harten following close behind. As they passed the tape for the final lap Hughes was a wheel's length ahead of Harten. The latter waited until almost within 50 yards of the tape before he made his final try, but when he did go he went over the line ahead of the Arlington lad in one of the best amateur sprint events staged at the Revere track. The visitor's victory was well received and proved to be a very popular win. Hughes put up a fine ride, but Harten's last sprint was too much for him. Romeo Goddu was third in the race and Walter Greenquist landed fourth. Maggoli, the pride of the East Boston and local fans, trailed home last.

Frank Cavanagh, the big man from Newark, gathered in the first money in the five-mile open for the mazuma-chasing anklers, while a two-third-mile handicap for the same clan went to Walter McKenzie. Summaries:

Half-Mile Handicap, Amateur—Won by Joe Sumack, 120 yards; second, Walter Greenquist, 20 yards; third, Milton Williamson, 75 yards; fourth, W. H. Robertson, 105 yards. Time, 56 seconds.

One-Mile New England Championship, Amateur—Won by L. S. Harten, Providence; second, Frank Hughes, Arlington; third, Romeo Goddu; fourth, Walter Greenquist, Worcester. Time, 2:30 1/5.

Two-Third-Mile Handicap, Professional—Won by J. B. Rollins, 130 yards; second, Archie McDonald, 60 yards; third, Dennis Connolly, 115 yards; fourth, Tom Connolly, 120 yards. Time, 1:12.

Five-Mile Open, Professional—Won by Frank Cavanagh; second, Willie Keller; third, James Cobert; fourth, William Cupit. Time, 12:59 2/5.

Activities Among *the* Amateurs

AMERICA'S ON A TRIP

New York City—Led by Captain E. H. Gerard and Herman H. Hintze, the veteran mileage and century rider, 26 members of the Century Road Club of America, accompanied by eight members of the North Hudson Wheelmen and four unattached riders, left Columbus Circle, in New York, at 9:00 a. m. Sunday morning, July 16, on an open invitation club run. The destination was Coney Island.

Riding at a moderate pace, down Broadway to Canal street, where at the foot of the bridge, Lieutenant Captain Shustek and five other members were added to the party, which then proceeded across the bridge and then into Flatbush avenue, around the west and southern ends of Prospect Park and into Ocean Parkway, from where the Island was reached at about 10:15.

After dining the members and friends took a walk over to Steeplechase Park Bathing Pool and went in for a swim. About 1 o'clock they went into the amusement park, and then the fun began. From then on until 7.00 p. m., joy, comedy and tragedy held forth.

At 7:30 the boys left for home, the homeward course being taken by way of Cropsey avenue into Fourth avenue, where at Thirty-ninth street, Brooklyn, the ferry was boarded for the Battery, New York, from where the party broke in two, the New York members going up Broadway, while the New Jersey contingent going by ferry to there at Barclay street.

Everybody in the party voted it a fine time, as it really was one of the most enjoyable runs ever held by the club and will not be forgotten by anyone for a long time.

But one accident marred the days run, even though only for a little while. At Myrtle avenue and Jay street, Brooklyn, on the way down, Frank Cifarelli, who with several other members, had fallen behind to repair a puncture, was hit by a truck, driven by a "speedhound." Although he was thrown a distance of about ten feet, he luckily escaped serious injury, only having some skin scraped off. The bicycle, however, was smashed up.

CLUB HOLDS BATH RUN

New York City—A bath run was held to Far Rockaway Sunday, July 16, by the New York Division of the Century Road Club Association. Eighteen members started from Columbus Circle at 9 o'clock a. m., going via the Fifty-ninth street bridge to the Merrick road. Here, on account of the narrow road and heavy traffic, they formed a single formation and continued on in this way to Jamaica, then via Hillside avenue and the Rockaway boulevard. As these roads were much wider and in a very good condition, they were able to ride in the regular double formation. They rode through Far Rockaway to Millbrook where they had dinner. Afterwards they continued their sight-seeing tour around the several small towns and returned to the Far Rockaway Beach. Here they purchased a ball and had a closely contested game of hand ball. Afterwards most of the boys went in swimming.

The return was made over the same route, starting at 2:30 o'clock. As there were few hills a 12 to 15 mile pace was kept throughout the trip. Everybody enjoyed the run through and had great fun at the beach, including oldtimer Pop Gallagher, who again accompanied the boys.

The New York Division wishes to notify anybody interested that it has changed its meeting night from the second and fourth Friday night to the second and fourth Monday night. The change was made to allow its riders to attend the new racing track without interfering with the meetings.

GOOD CROWD AT 'FRISCO

San Francisco, Cal.—With a fairly good crowd in attendance, the New Century Wheelmen, of San Francisco, held their second race of the year, July 9, on the Park Stadium bicycle track, where they plan to hold many more before the season is over. This was a miss-and-out race, where the last man of each sprint drops out, and there were many surprises in the event. H. Miranda, hailed as a coming star of the New Century Wheelmen, pedalled his way to victory and did not show any effects from the trying race. Second honors went to O. Killart, the one-armed rider, with C. Moe and S. O'Connor third and fourth, respectively. The officials for the race were F. Drury and W. Hammett. Prizes were donated, through the Cycle Trades of America, by the New Departure Manufacturing Co., the Kelly Handlebar Co. and the Federal Rubber Co.

On Sunday, July 23, the San Francisco New Century Wheelmen will journey to San Jose, Cal., and enter a strong field in the 20-mile road race, to be held under the auspices of the Amateur Bicycle League of America, in conjunction with the Garden City Wheelmen, of San Jose. Some of the New Century men who are training hard for the event are: C. Moe S. O'Connor, G. Williams, H. Miranda, C. Park, A. Thompson, N. Rey "Pop" Rhodes, W. Wreath and "Legs" Castillo.

BILL TREBBI SHOWS THE WAY

New York City—Bill Trebbi, who started from the two-minute mark, took first place in the weekly Unione Sportiva Italiana "cork" race held on the Grand Concourse, Sunday, July 9, from a field of about fifteen riders. Trebbi was followed by G. Barthlenghi, who started from the 2:45 mark.

Due to the high wind, the scratch men were only able to overtake a few of the riders, and finished about one minute after the field. "Spots" Eisele took first time from Volpe and Becker, for the third consecutive week. The first of a series of races for Class B and Class B, Jr., riders were contested at one mile. John Becker won the Class B sprint handily, and L. Orsini captured first place in the Class B, Jr., sprint. Results follow:

"Cork" Race—Won by Bill Trebbi, 2:00, 23:10; second, G. Barthlenghi, 2:45, 23:55 1-5; third, E. Giampoli, 2:00, 23:10 2-5; fourth, J. Stabile, 2:00, 23:10 3-5; fifth, L. Broglio, 2:45, 23:55 4-5. Fast time: First, "Spots" Eisele, scratch, 22:10; second, Tom Volpe, scratch, 22:10 1-5; third, John Becker, scratch, 22:10 2-5.

Class B, One Mile—Won by John Becker; second, Bill Trebbi; third, A. Pavera; fourth, T. Azzolina.

Class B, Jr., One-Mile—Won by L. Orsini; second, L. Broglio; third, P. Broglio; fourth, G. Barthlenghi.

On Sunday, July 16, J. Gallagher led a field of 25 riders over the line in the weekly "cork race." He won easily from J. Visco, O. De Cresenzo and A. Quarello in that order. The scratch men, with the rest of the field, followed these four riders over the line closely and John Becker, Bronx member, was first to finish, scoring fifth position and first fastest time. He was followed by the other scratch men, Tom Volpe and "Spots" Eisele in that order. The scratch men made the fastest time for this course this season, doing 19 minutes, 10 seconds.

In the One-Mile Class B Sprint, A. Savio won in a close finish from a field of 15 riders. He was followed by A. Pavera, T. Azzolina and Jack Siciliana in that order.

In the One-Mile Class B Jr. Sprint, L. Broglio triumphed over J. Gallagher, his brother P. Broglio and O. De Cresenzo in that order.

Order of finish and time of the cork race follows:

Pos.	Rider	Hdcp.	Time
1	J. Gallagher	2:30	21:35
2	J. Visco	2:30	21:35⅕
3	O. De Cresenzo	3:00	22:05⅖
4	A. Quarello	2:30	21:35⅗
5	J. Becker	scr.	19:10
	FAST TIME		
1	J. Becker	scr.	19:10
2	Tom Volpe	scr.	19:10⅕
3	"Spots" Eisele	scr.	19:10⅖

San Francisco amateurs. H. Miranda, left; A. Thompson, right, who performed at Stadium on July 9

LANGE WINS AT HOME

Davenport, Iowa—Russell Lange, the State champ of 1921, won from Lee Cawley, who took third in the A. B. L. trials last year, by one of the fastest sprints ever witnessed by the fans, on Sunday, July 2. Lange and Cawley rode from scratch and began a battle from the start. The four minute men were caught in five laps, and then there was much excitement and a battle grand, each rider fighting to be out front. It was very hot from the fifth lap to the twelfth, when Cawley sailed around Lange and made a wonderful ride for the tape, but Lange was watchful and had his eyes on Cawley's wheel as he shot out around. Both sprinted to the tape, Lange beating him by a scant few inches. Lange's time was 41 min., 6 sec. Cawley's time was 41 min., 6 1/5 sec. Next race will be the A. B. L. district champion races in August.

HOMAN BOYS THE WINNERS

Ocean City, N. J., July 1—The Homan Boys, R. and B., were the winners in the bicycle race held here on July 1 by the L. & P. Cycle Company. R. Homan won the mile handicap and B. Homan the coasting contest. A 50-yard slow race went to E. Cliff. Summaries:

One-Mile Handicap—Won by R. Homan; second, G. W. Adams; third, C. Bushley; fourth, R. Saxton; fifth, H. Adams.

Slow Race, 50 Yards—Won by E. Cliff; second, B. Homan; third, Tex Hart; fourth, C. Bushley.

Coasting Contest—Won by B. Homan; second, R. Homan; third, H. Adams; fourth, H. Jerhne.

OTTAWA CYCLERS IN ACTION

Ottawa, Can.—Ottawa's star bicycle racers performed for the entertainment of sport fans at Lansdowne Park, Ottawa, on June 24, providing two exciting races during a double-header which consisted of a baseball game and a lacrosse match. The Moore brothers carried off the lion's share of prizes, Ray Thompson, former five-mile Canadian champion, taking the odd place in each of the events. The races were held on the half-mile dirt track. Results:

Half-Mile Open—Won by Lennox Moore; second, Owen Moore; third, Ray Thompson, all of the Capital Bicycle Club. Time, 1:12.

Two-Mile Handicap—Won by Owen Moore, scratch; second, Ray Thompson, scratch; third, Lennox Moore, scratch. Time, 5:09.

RACES AT SAN JOSE

San Jose, Cal.—The bicycle races held here June 22 by the San Jose High School proved to be fine attractions. Aylet Sparks was the best, taking two of the three races run. Summaries:

One-Mile Novice—Won by A. Sparks; second, M. Lawson; third, T. Fox.

Three-Mile Handicap, Open—Won by S. Stallard; second, E. Caldwell; third, M. Cole; fourth, H. Hicks; fifth, S. Waldorf; first time, M. McCoy; second time, R. Callison.

Five-Mile Handicap, Open—Won by A. Sparks; second, W. Lordge; third, L. Willis; fourth, H. Henris; fifth, W. Ehlin; sixth, H. Hicks; first time, M. McCoy; second time, R. Callison.

ORGANIZE A CYCLE CLUB

Findlay, O.—The Rambler Bicycle Club for boys has been organized by John K. Haddad, the dealer. The cyclists took their first trip Sunday, July 2, when they pedalled to Midway Park where they spent the day in games and contests. A picnic dinner was a feature of the day. The following showed well in the athletic contests: Kenneth Williams, Arthur Fall, Ray House, Louis Bauer, Everett Stadman, Rolland Magle, Ralph Daring, George Williams, Paul Greer, Homer Burkeham, Robert Bryan, Avery Archable, Robert Lear, Sam Fennimore and Henry Miller.

CROWLEY WINS AT YONKERS

Yonkers, N. Y.—Joe Crowley, a member of the Acme Wheelman, of New York, won the three-mile bicycle race held in connection with the July Fourth games of the City of Yonkers at Glenn Park. Crowley rode from the honor mark and beat George Cameron, Jr., 75 yards, and Steve Schackinger, 25 yards, both Acme Wheelmen members, in 9:08.

POSTPONE TITLE RACES

Waterloo, Ont.—Rain on Dominion Day, Canada's National holiday, forced a cancellation of the 1922 National championships of the Canadian Wheelmen's Association, which were scheduled to be held at Waterloo, Ont. The big meet is now to be held on Saturday, July 15. Entries were re-opened for the various events, but were closed on July 14.

RACE ON JULY FOURTH

New York City—A number of interesting reports have been received by the Cycle Trades of America on bicycle races on July 4th, which shows that the dealers and clubs were active on the holiday.

At Berwick, Pa., Jay Hirleman won a ten-mile road race from scratch, Jay beating eleven riders. Angelo Weggi was second, Tom Gingher, third, and Young Porter, fourth.

At Baker, Ore., bicycle and motorcycle races were held over the Fourth. On the morning of July 4, Dale Murray won the 100-pound class race from Sealey Corson, James Lukey and Victor Yeager. John Hemple was fifth. In the 150-pound class Jack Ganno nwas first, Donald Smith, second; Kenneth Durkee, third; Bill Rith, fourth, and Lawrence Inglee, fifth.

Three races, two for white lads and one for colored riders, were run at Ocala, Fla. In the race for lads under 16 Mike Knight won from Mayo Dempsey, Jr., Howard Billie and Moxley Richard. In the 16 and over race Gilbert Britton won over Hemphill Whitesides and D. W. Miley. Luther Brown won the colored lads race from Lee Kendrick and Johnnie Wise.

Margaret Findley took a spill at Chillicothe, O., on July 4 but remounted her wheel and won the free-for-all race run by the American Legion at Yoctangee Park. In the boys' race M. Jefferson was first, Mr. Targee, second, and Ed. Young, third. Ralph Hundley accounted for the 15-mile road race from Fritz Nofen and Robert Young.

Fifteen riders started in a ten-mile race at Niagara Falls, N. Y., with Emil Scodeler, scratch, winning in 28:45. Albert Elia and Paul Lops; both scratch men, finished second and third, respectively. Ten out of the field finished.

Twenty-five hundred people turned out for the July Fourth cycle races at Lawrence, Kansas. Every boy to finish received a ticket for the best picture house in Lawrence. Emery Faringer won the five-mile race, with Clark Milps, second, and Harold Horner, third. Elbner Stideboder accounted for the two-mile race. Vance Wadhams was second, and James Kennedy, third. "Bud" Kennedy was the winner of the mile race from Elmer Pierson and Olin Ball. Carl Meture, Paul Horner and Ed. Brown was the way the half-mile race finished. Mills, Horner, Pierson and Wadhams won the relay race.

Five firsts went to Lawrence Borgen at Eau Claire, Wis., on July 4. He won all but the free-for-all, which went to William Hanson. The summaries:

Half-Mile—Won by Lawrence Borgen; second, Lawrence Burgess; third, G. Paul.

Quarter-Mile — Won by Borgen; second, Burgess; third, Grewe.

Hundred Yards—Won by Borgen; second, Grewe; third, Burgess.

Hundred Yards (Slow)—Won by Borgen; second, Grewe; third, Burgess.

Free-for-All—Won by William Hanson; second, Borgen.

Two-Hundred Yards—Won by Borgen; second, Grewe; third, Burgess.

Arthur Gardiner, formerly one of the best of American cycle-racing men, was the referee at the 5½ miles bicycle race held at Park Ridge, Ill., July 4. Twenty-seven riders competed in the race, and Richard Scherer, scratch, won in 18:30. Tom Popham, scratch; Harry Popham, two minutes, and Armando Freda, scratch, was the order of the next three.

Alfred Casebeer, State champion of Indiana, and Graham Elliott, Vigo County champion, starred at the Terre Haute races. Casebeer won the mile race from Elliott and E. Hoppe. R. Stoody accounted for the Junior race from Sears. Another Junior race went to Jackson, who beat Bender. Casebeer won the two-mile race from Bailey and C. Stoody, and Casebeer beat Elliott in a match. C. Stoody accounted for a pursuit race and Clyde Wilson was consoled by winning the consolation race from Russell Jenny.

Four bicycle races were held at Denver, Colo., on July 4, by the Y. W. C. A. and the Y. M. C. A. at Rocky Mountain Lake. Quentin Harrington won the two-mile race from Wade Waller and John Folley, and the obstacle race from Wade Waller and LeRoy Berry. Berry took the mile race from Harrington and Waller, while Waller accounted for the slow race from George Lee and Edward Rose.

Almost a hundred cyclists competed in the bicycle races held at Little Rock, Ark., July 4. Richard Gibson captured two events, the mile and the three-mile handicap. Walter Ringo was second in the mile race and third in the handicap, George Hutchins being second in the handicap. John Boosey took the mile race for 14 year old lads and under John beating Ward McElroy and Robertson. John Boosey also accounted for the race for lads under 12, Robertson being second. Jack Walker won the three-mile handicap for Negroes from Tom Mosley and Earl Denton.

On July 2, at the State Fairgrounds, Louisville, Ky., a series of races were held by Al Ray, Baron Brothers and W. D. House. Six races in all were held. The order of finish in each race follows:

First Race—John Deeley, Howard Moore, Louis Cavanaugh, Edwin Oliver, William Ignatow, M. Schumate.

Second Race—John Hillerich, Paul Hesson, Morgan Shryock, Roy Oliver, Mack Medley.

Third Race—Charles Lauscher, Edward Penick, M. Schumate, Tom Hicks, Bernard Owen, Lawrence Patterson.

Fourth Race—Roy Oliver, John Hillerich, Charles Lauscher, Frank Hulsman.

Fifth Race—Roy Oliver, Frank Hulsman, Mack Medley, M. Schumate, Albert Wesch, Edward Cavanaugh.

Sixth Race—Joe Smith, Tom Page, James Parks, Andy Ellis, Sam Clark, Ulysses Clark.

NINE RIDERS ON BATH RUN

Brooklyn, N. Y.—Nine members of the Long Island Division of the Century Road Club Association, including R. C. Geist, of the New York Division, journeyed to Long Beach, L. I., for a plunge in the surf, for which that place is justly famous. The route was via Jamaica, Lynbrook and Freeport, at the last named place dinner was served. Notwithstanding that the day was very warm, some of the members indulged in "cork" pulling and coupled with the badly torn up condition of the Merrick road at this time made it rather hard for some of the boys.

Arriving at the beach shortly after 12 o'clock they were obliged to wait in line for some time in order to secure a bath house, where they found two other members already there, who had preceded them from Jamaica and were already enjoying the surf. Fortunately the tide was high and the breakers were rolling in in great shape. The water was comfortably cool, just the right temperature to make one feel wonderfully refreshed after a dip of an hour or two. The captain, having his camera along, took several pictures of the boys in their bathing suits in various positions. Snaps were also taken of some of the wonderful sand bathers' costumes, of which this place is famous.

A mile or two from the beach was the flying field and the planes seemed to be busy taking parties up for short trips in the air. On the return trip the traffic was quite heavy and it was difficult to make very fast time except in spots. Tilgner, who intends to ride in the A. B. L. championships, made a work out of it whenever the opportunity for speeding was possible. All who participated in this trip agreed that it was a very enjoyable one and voted to repeat it in the near future.

WALTER SKARBEK WINS DOUBLE

Newark, N. J.—Three bicycle races were held in connection with the picnic of the United Councils of the Sons and Daughters of Liberty at the half-mile track at Olympic Park, Saturday afternoon, July 15. The track was in deplorable condition, but the riders rode it anyway and a few spills resulted. Walter Skarbek, the Bay View Wheelmen lad, won both the mile handicap and the two-mile open. Sam Kaplan accounted for the novice. In a potato race Frank Bartel, the localite, won from Joe Tempo, another local rider. Summaries:

One-Mile Novice—Won by Sam Kaplan; second, Ray Carter; third, J. Lisner. Time, 2:36 1/5.

One-Mile Handicap, Amateur — Won by Walter Skarbek, 70 yards; second, Frank Bartel, 30 yards; third, John Otto, 85 yards. Time, 2:27.

Two-Mile Open, Amateur—Won by Walter Skarbek; second, John Otto; third, Sam Gastman. Time, 6:22.

ACME'S RUNS SOME RACES

New York City—The Acme Wheelmen held their weekly club races Sunday, July 16, over the Mosnolu Parkway course. Due to repairs being made to the surface the cyclists used only one side of the roadway, making the time slower, due to the turns. Large fields turned out for each event, which made the competition stiff.

The Class B half-mile sprint, in the series of races for the Froh Trophy, was first. In a hard ride James Seawell, who is coming to the front ranks of the Class B men rapidly, led home the field with a nice sprint, beating out Wm. Schliesman, Louis Koch and Wm. Schnabel for the other points.

The next event was the Class A sprint at a quarter mile. John Amabile, who is leading in points, captured first place after a hard ride given him by Steve Schackinger, Hugo Schliesman and Theodore Schliesman. The Class B quarter mile was won by Andy Geiss, who is leading in points.

The last of the sprint races for the day was the one mile Class A. The riders went off the mark at a very slow pace, jockeying for positions; the race being very slow with the final dash counting. Steve Schackinger turning the tables on Amabile and securing first place. Hugo Schliesman and his brother Theodore getting the remaining places. The final event on the card was the handicap race at 10 miles, in which 18 riders faced the starter. Only 8 men survived. The summaries:

Class B, Half-Mile—Won by James Seawell; second, Wm. Schliesman; third, Louis Koch; fourth, Wm. Schnabel.

Class B, Quarter-Mile — Won by Andy Geiss; second, Wm. Schliesman; third, Wm. Muller; fourth, James Seawell.

Class A, Quarter-Mile — Won by John Amabile; second, Steve Schackinger; third, Schliesman; fourth, Theodore Schliesman.

Class A, One-Mile—Won by Steve Schackinger; second, John Amabile; third, Hugo Schliesman; fourth, Theod. Schliesman.

10-MILE HANDICAP

Pos.	Rider	Hdcp.	Time mins.	secs.
1	Hugo Schliesman	scratch	30	12⅕
2	James Seawell	1 min.	31	12⅖
3	Steve Schackinger	scratch	30	12⅗
4	Theod. Schliesman	scratch	30	13
5	Art. Lane	2 30	32	43⅕
6	Chas. Comerford	1 min.	31	13⅖
7	Thos. Corso	1 30	31	44
		min. secs.		
8	Herb. Hoffman	3 mins.	33	15

POINT STANDING IN SPRINT RACES

	Class A	Pts.
1	John Amabile	16
2	Steve Schackinger	13
3	Joe Schaefer	5
4	Hugo Schliesman	4
5	Theod. Schliesman	4

	Class B	Pts.
1	Andy Geiss	18
2	James Seawell	12
3	W. Schliesman	9
4	Art. Lane	7
5	David Corbett	4

DALLAS HAS A GOOD MEET

Dallas, Tex.—Six events were on the program of the race meet held at the Fair Track, July 4. The races were witnessed by a crowd of 3,500 in the grandstand, not to say anything of thousands around the track. The results of the races follow:

Two-Mile—Won by Melvin Holland; second, Jack Knight; third, Oliver Austin.

One-Mile—Won by J. C. Barnett; second, Herbert Hemphill; third, J. H. Baise.

Three-Mile—Won by Eal Rogers; second, Maurice Pritchett; third, Bill Scott.

Five-Mile—Won by J. C. Barnett; second, George McHam; third, Herbert Hemphill.

Eight-Mile Relay — Won by Star Cycle Club; second, Busy Boys' Club.

Line-up of the half-minute crowd at a road race at San Antonio, Texas

FRANK CORRY WINS AGAIN

Providence, R. I., July 14.—Frank Corry, the Australian, won the three-heat motor-paced race at the Cycledrome this evening, defeating George Chapman and Vincent Madonna. Corry had 14 points, Chapman 11, and Madonna, 4. Notwithstanding the fact that it was Madonna's first struggle since he was injured in June he rode at breakneck speed most all the way to defend himself against the violent onslaughts of Chapman and Corry.

Thomas Fitzsimmons of Newark, who is heading the professional sprint division, lowered the one-mile record for the track to 2:02. This is the second time this season the mark has been dropped. The professional class is riding and sprint riding is coming into its own. Results:

Three-Lap Handicap, Amateur, Final—Won by Byron Sweet, 60 yards; second, Martin Deerig, 30 yards; third, Romeo Goddu, 5 yards; fourth, Dan Pischione, 40 yards. Time, 50 4/5 seconds.

10-Mile Junior Motor-Paced, Professional—Won by Luigi Marcella; second, Archie Villa; third, Willie Upton; fourth, Rudolph Blomstrom. Time, 15:53 2/5.

One-Mile Handicap, Amateur — Won by Alphonse Columbe, 5 yards; second, Vincent Pischione, 10 yards; third, Clarence Elmstrom, scratch; fourth, Anthony Malone, 15 yards. Time, 2:08.

Three-Mile Open, Amateur—Won by Fred Jarvis; second, Romeo Goddu; third, George Loftes; fourth, Chick Meyer. Time, 6:41 4/5.

One-Mile Open, Professional — Won by Thomas Fitzsimmons; second, Frank Depanni; third, Albert Lancelotti; fourth, Vincent Markey. Time, 2:02.

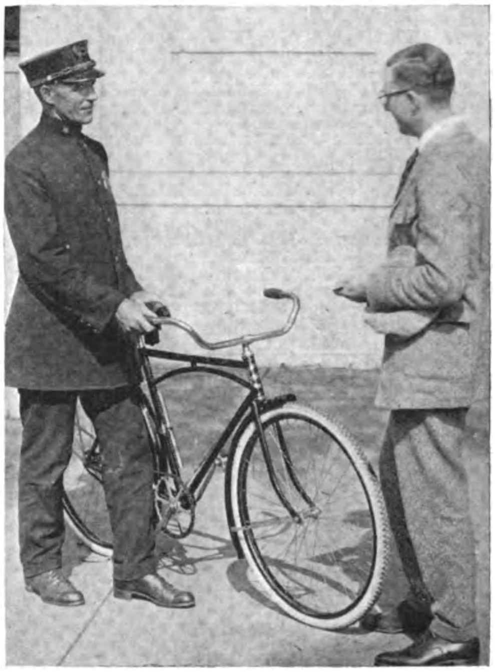
Two-Mile Handicap, Professional—Won by Frank Depanni, 10 yards; second, Thomas Fitzsimmons, scratch; third, Oswald Colonna, 140 yards; fourth, Luigi Marcella, 165 yards. Time, 4:14 3/5.

ELKS' NIGHT AT NEW BEDFORD

New Bedford, Mass.—It was Elks' night at the New Bedford Cycledrome, Thursday evening, July 13, and lodges in New Bedford, Taunton and Fall River turned out in good numbers for the fine program of races.

The feature event on the program was the "Elks'" 35-mile motor-paced race between George Wiley, New York; George Chapman, the champion, and George Colombatto, Italy. "Let George Do It" might be applied to the race and all three Georges rode well, with the George from New York beating Champion George and George from Italy in that order. The time was 51:50 1/5. At 3, 6, 9, 12, 15, 18, 21, 27 and 30 miles the leader was credited with two points and second man, 1. At the finish first was worth 12 points; second, 5, third, 1. Wiley had 24 points at the finish to 23 for Chapman and 1 for Colombatto.

In a ten-mile motor-paced race between Frank Keenan, of Revere, and Worth Mitten, of Davenport, Iowa, Keenan won in 8:38 2/5. In an intercity race between James Coe and William Coe, Taunton; William White, Westport, and Charles Cavanaugh, Fall River, and Armand Belanger and Bruno Dion, New Bedford, the Coe boys won.



Chief Thomas F. Daley, of the Westfield, Mass, Police Department, receives from W. P. Aldrich, the first Columbia Special Police Model

TORONTO HAS TWILIGHT RACES

Toronto, Ont.—Twilight races have been the vogue here among the cyclists and the Exhibition Park track has been the scene of the events. B. Sparks, Allen, B. C., won the first one, a two-mile handicap, from D. Patterson, Queen City, B. C., and A. Houting, Allen, B. C. The time was 4:38 1/5.

The second race was a point affair, with F. Brown, Queen City, B. C., winning with 38 points. L. Broderick, A. B. C., was second with 27, and B. Sparks third with 21. On Thursday, July 13, the third race, a four-mile handicap, was run with G. MacKay, Queen City, B. C., winning from 200 yards; Broderick, 200 yards; D. McLean, 400 yards, and A. Houting, 200 yards, finished in that order. The time was 9:23 2/5.

LONG TIME IN SADDLE

Milwaukee, Wis.—Albert Anderson, a Milwaukee youth of 28 years, recently performed a feat which he claims is a new one. Anderson needed employment and could not find what he wanted in Milwaukee. He decided to go to Chicago. Being short of cash he made the trip on his bicycle. That is not unusual, but Anderson left Milwaukee at 4 p. m., settled down to an easy pace and arrived in Chicago, at the office of the Chicago Journal, at 10:45 a. m. the next day, without having once dismounted. Though he had food with him he claims he did not taste food or drink throughout the trip.

NAT GETS GOOD CROWD

Revere, Mass.—A crowd that was estimated at 12,000, a record for the year, saw the program of races arranged by Nat Butler at his Revere Beach Cycle Track, Saturday night, July 15, and they also witnessed George Chapman, the motor-paced champion, triumph over Georges Seres, France; Clarence Carman, Long Island, and Jackie Clark, the Newarker, in an hour paced race. In the hour George covered 42 miles and 1,318 yards, finishing 1/3-mile ahead of Georges Seres, with Clarence Carmen third and Jackie Clarke fourth.

Carmen took the lead and held it until the 11th mile when Chapman passed him. Seres, however, was not to be left in the ruck for after battling to the 25th mile with Chapman he went into the lead. Chapman set too fast a pace, however, and before the mile had been ridden out the American was back at the head of the parade. He was never again headed. The summaries:

Half-Mile Handicap, Amateur — Won by Rocky Caputo, 95 yards; second, Walter Hansen, 110 yards; third, W. H. Robertson, 90 yards; fourth, Milton Williamson, 70 yards. Time, 56 3/5 seconds.

Miss-and-Out, Amateur—Won by Frank Hughes; second, Leo Maggoli; third, Joe Reni; fourth, Frank Logan. Time, 6:20. Distance, 2 2/3 miles.

Two-Third-Mile Handicap, Professional—Won by Tim Sullivan, 105 yards; second, Hugh McPartland, 90 yards; third, Archie McDonald, 115 yards; fourth, J. B. Rollins, 100 yards. Time, 1:13.

Five-Mile Open, Professional — Won by Willie Keller; second, Frank Cavanagh; third, Ralph Spiers; fourth, Nelson McKenzie. Time, 12:49 1/5.

ST. LOUIS HAS A GUEST

St. Louis, Mo.—The St. Louis Cycling Club, at their July meeting entertained as an invited guest Donald F. Chase, editor of the Nevada State Journal and a member of the American Legion Post at Reno. Mr. Chase, who is enroute on a bicycle jaunt from his home town to Boston, Mass., was passing through the city when a member of the St. Louis Club happened by, hailed the visitor and suggested an evening with the local riders.

Aside from the novelty of touring by wheel, Mr. Chase's real purpose in attempting the long grind seems to be a series of lectures throughout the country in the interest of the "Legion work in Nevada," which he delivers to the "Posts" in the cities and towns through which he passes.

Contrary to the prevailing custom, Mr. Chase has nothing to sell, not even a post-card picture, but he has many interesting incidents to tell regarding his trip across the Western states. Among these is his story of crossing the famous Nevada Desert, said to be a distance of 550 miles through wind swept sand and cactus. He claims to have covered this barren stretch of land in six days, carrying as his water supply a six-quart bottle besides his regular equipment, resembling an infantry soldier's "pack," weighing around 65 pounds. This is strapped to a luggage carrier on the rear of the bicycle, which incidently is also built for heavy service, weighing close to 60 pounds itself.

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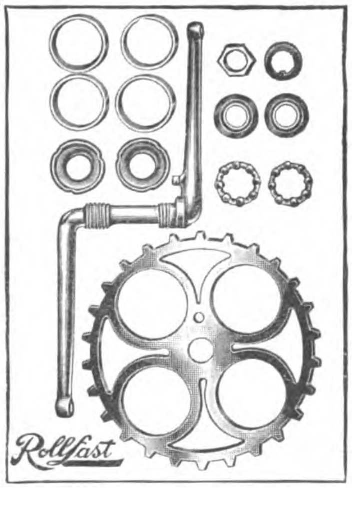

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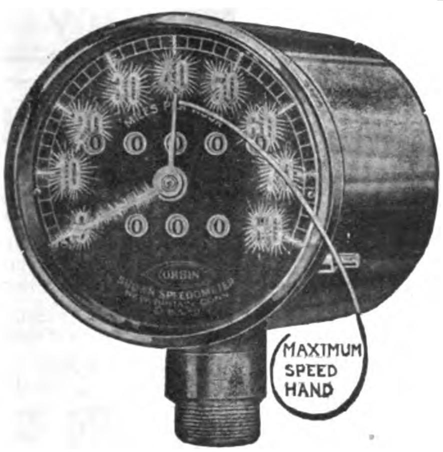

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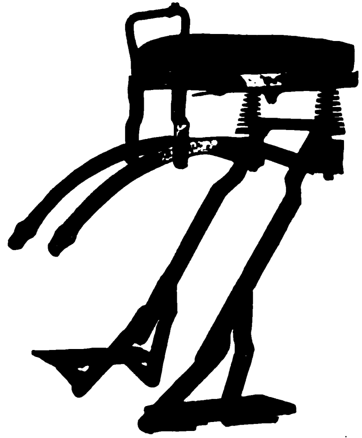

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Four days of fun and frolic.

- National Championship Hill Climb
- Movies, Vaudeville, Dancing, Base Ball
- Bathing and Water Sports at Charlotte Beach
- Stunts of all kinds.

Meet your Old Friends and Make New Ones.

ASK YOUR DEALER, HE IS GOING.

A TOUR AND A VACATION YOU CANNOT AFFORD TO MISS

Bring Your Membership Card

Motorcycle and Allied Trades Association

326 W. MADISON STREET
CHICAGO, ILL.

National Rally Committee
Local

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Motorcycle & Bicycle
ILLUSTRATED

Vol. 18 . *July 27, 1922* *No. 30*

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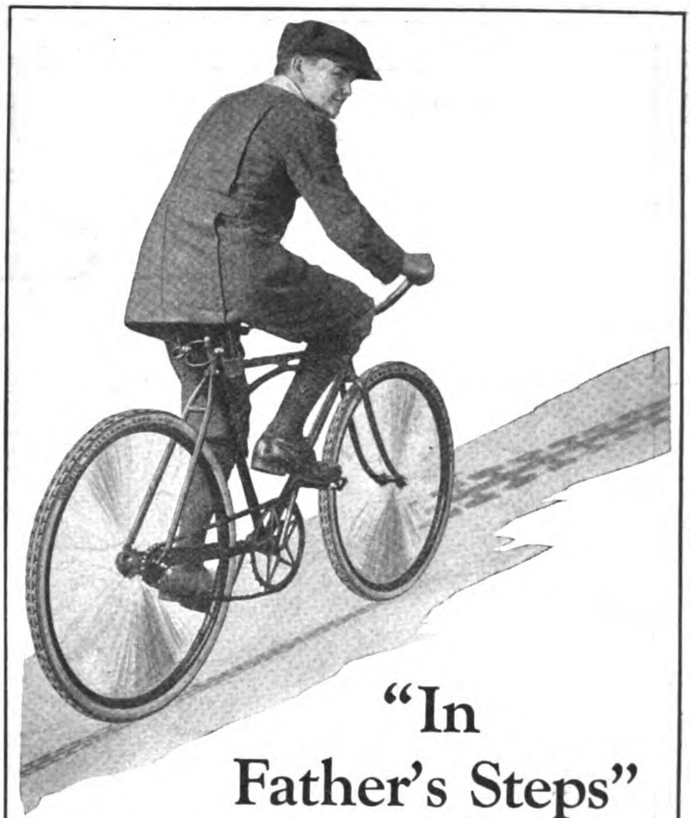


"In Father's Steps"

It is a natural law that a son will copy his father. Father buys Goodrich Silvertown Cords for his automobile.

Father's judgment is accepted and respected as being sound. Naturally when the son sees Goodrich Silvertown Cords for Bicycles displayed in a dealer's window—*that's the bicycle tire for him!*

You couldn't unsell him—because his dad buys them; that's enough for him. An irresistible argument!

Sell the Bicycle tire that sells today—GOODRICH SILVERTOWN.

THE B. F. GOODRICH RUBBER CO.
Akron, Ohio

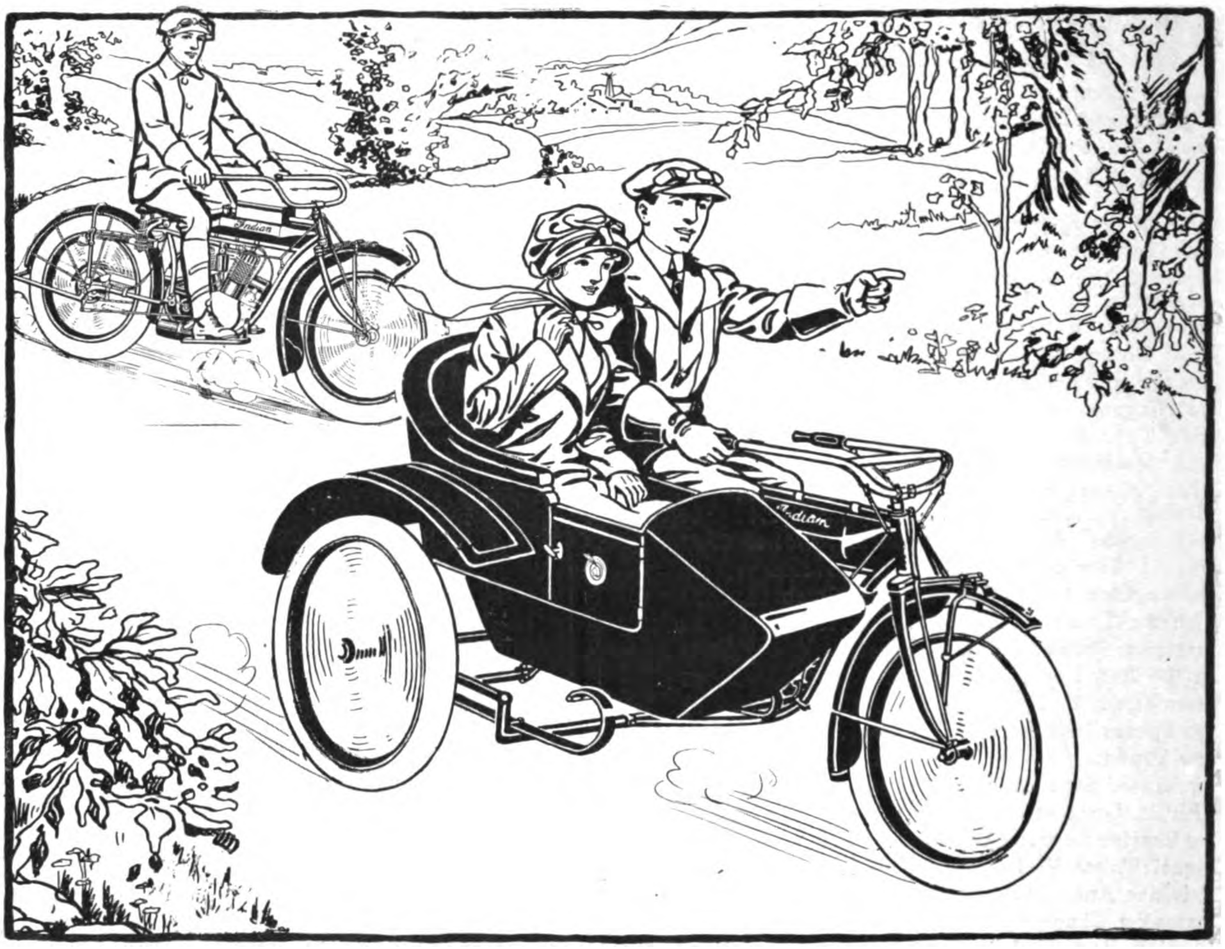
**Goodrich
Silvertown
Cords for Bicycles**

They are going— We will be there—Come and bring your friends to the

NATIONAL MOTORCYCLE RALLY

Exposition Park, Rochester, N. Y.

JULY 31—AUGUST 1, 2, 3



Advice to All Dealers

Be sure you are prepared to meet the large demand for motorcycles, bicycles, parts and accessories which is being manifested throughout the country, due to the revival of business, stimulated interest in the sport, and new reduced prices. Write today for our new big list of reduced prices on motorcycle and bicycle supplies, bicycles, and velocipedes. Write for agency terms and new reduced prices on Victor, Pierce, and Emblem bicycles. Our Arrow racer with B. S. A. fittings and Palmer Armstrong tires, and also our low priced Pope Stag racer are the hits of the season. Don't let your stock of Hartford bicycle tires run low. If you have not signed up for the agency in your territory, write today for particulars.

NEW YORK SPORTING GOODS CO.

NEW YORK SPORTING GOODS CO

97 CHAMBERS STREET

NEW YORK, N. Y. U. S. A.

James E. Murray, *President*

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(Established 1897)

Division of **BAKER, MURRAY & IMBRIE, Inc.**

We Believe—

that the ***National Motorcycle Rally*** to be held in Rochester July 31st to August 3rd is a grand good thing for the motorcycle industry.

that it is the biggest proposition of this character which has ever been attempted in this country.

that it is a big constructive movement to intensify good fellowship in the motorcycle fraternity and enable motorcycle riders to enjoy to the fullest extent the real sport of motorcycling.

that it is the kind of publicity the motorcycle industry needs to popularize motorcycling and show up the advantages of motorcycling to the general public in its true light.

that the committee in charge is to be congratulated on the complete, interesting and elaborate program which has been arranged.

that every manufacturer and dealer connected with the industry should put his shoulder to the wheel and work like blazes to put this over in a big way.

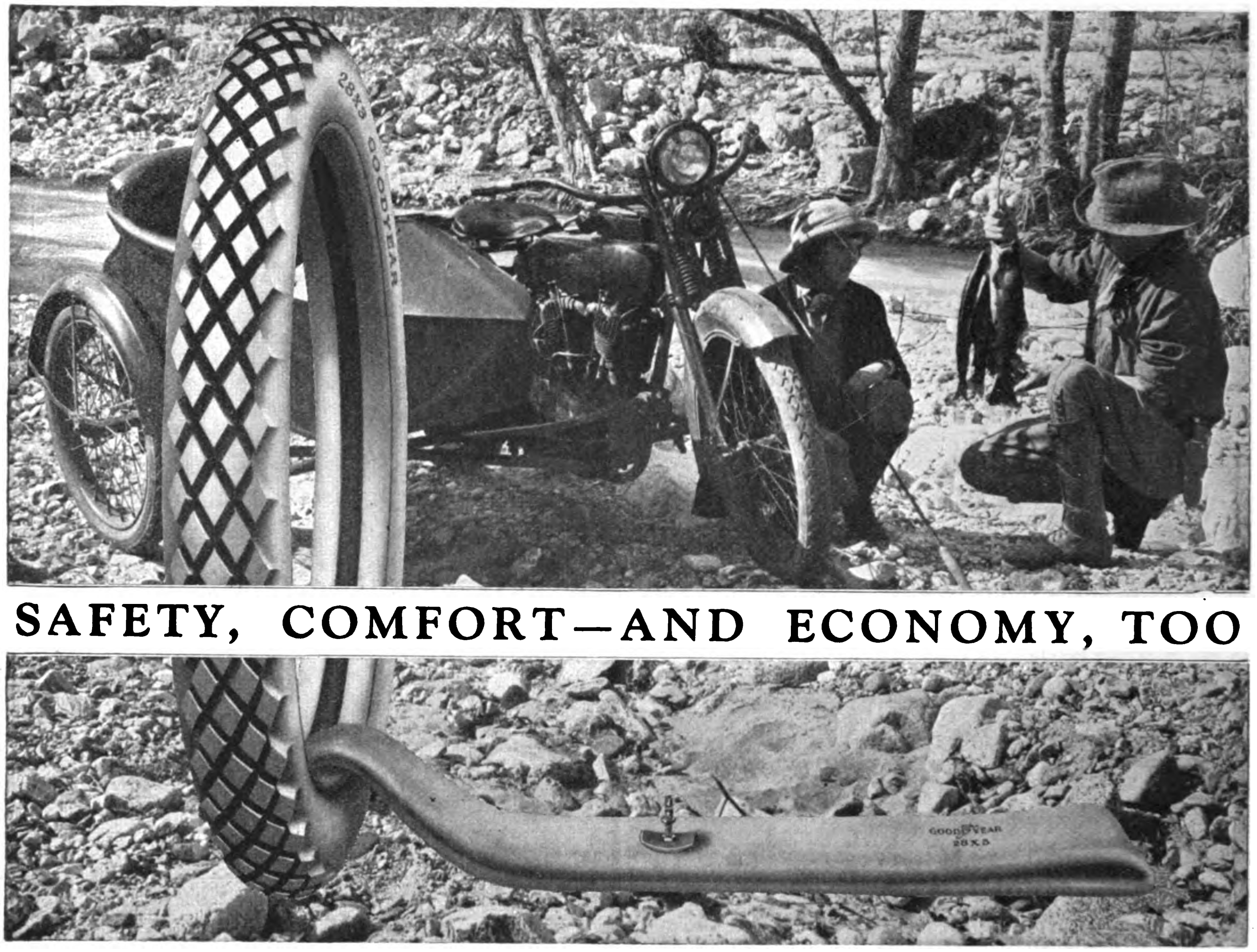
that every motorcycle dealer should take it upon himself to boost the rally, point out to his riders the pleasures and advantages gained by participating and arrange tours to attend the rally.

that every motorcycle rider will miss the time of his life if he is not at Rochester July 31st to August 3rd.

The Entire INDIAN Organization Is For This Rally 100% And We Pledge Our Whole-Hearted Support and Co-operation

HENDEE MANUFACTURING CO. : Springfield, Mass.

Largest Motorcycle Manufacturer in the World



SAFETY, COMFORT—AND ECONOMY, TOO

Copyright 1922, by The Goodyear Tire & Rubber Co., Inc.

WITH big, strong Goodyear Tires under your motorcycle you ride in safety and comfort, the rugged All-Weather Tread holding fast to the road under all conditions.

No continual worry and fear of bad skids, or spins—just mile after mile of smooth, enjoyable travel. You can put a companion "up behind" without wondering if your rear tire will hold—if it's a Goodyear.

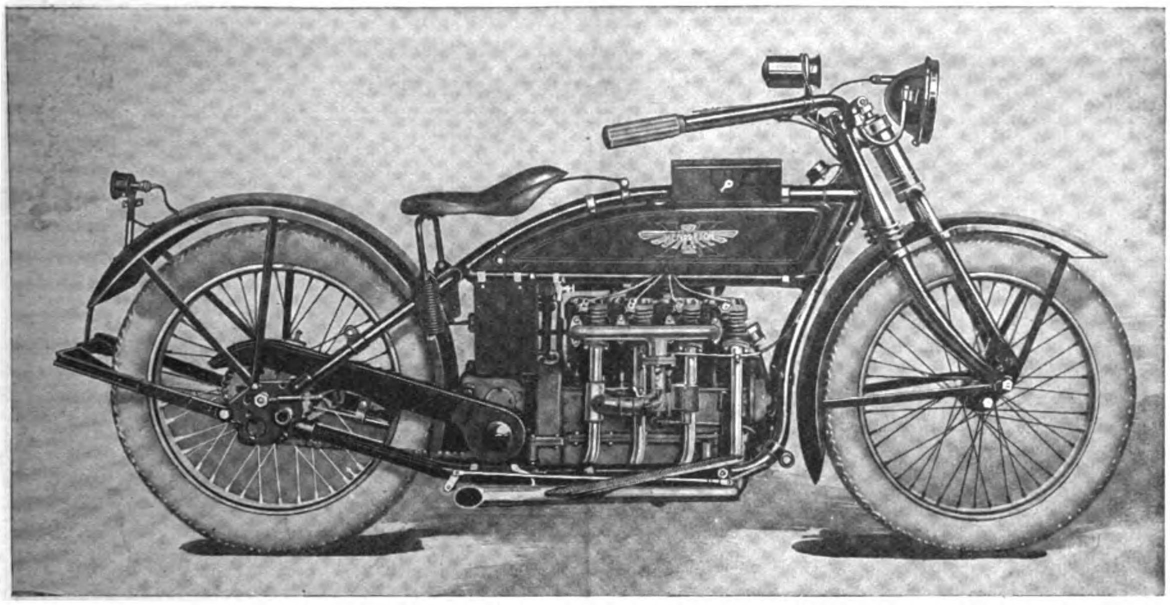
And because Goodyears give uncommonly high mileage, as well, it costs less to ride on them than on ordinary tires that may be offered you at a long discount price.

Always remember that Goodyear Motorcycle Tires are made from the same fine materials, with the same careful skill, and are as strong for their size as Goodyear Automobile Tires.

Get Goodyear Tires and Tubes from your dealer.

GOODYEAR

MOTORCYCLE TIRES



HENDERSON
DE LUXE MODEL

SMOOTHNESS
FLEXIBILITY
ENDURANCE
TROUBLE-FREE
MILES

Excelsior-Henderson
Headquarters
at the Rally
Hotel Rochester

EXCELSIOR MOTOR
MFG. & SUPPLY CO.

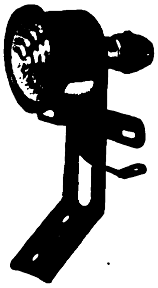
3701 CORTLAND ST.
CHICAGO, ILL.

YOU must actually ride one of the new Hendersons to appreciate the full meaning of smoothness of engine operation and flexibility.

At higher speeds than other stock road machines can attain—or when running far more slowly through congested traffic than is possible with any other motorcycle, the Henderson purrs along without jerk or vibration and with almost uncanny silence.

The inbuilt sturdiness and endurance which carried Bennett's stock Henderson through the gruelling 24-Hour Record—which enabled Ludlow and Wolter to make the only perfect scores in the Los Angeles 24-Hour Championship Endurance Run—insure that the new Hendersons will stand up in any service to which you will ever have to subject them.

But the fame of the new Henderson is not alone due to its astonishing ability in speed, power, liveliness and endurance. Even more important is its freedom from the exasperating little troubles, roadside adjustments and repairs which mar motorcycling pleasure.



Victor

TRADE MARK

LAMPS

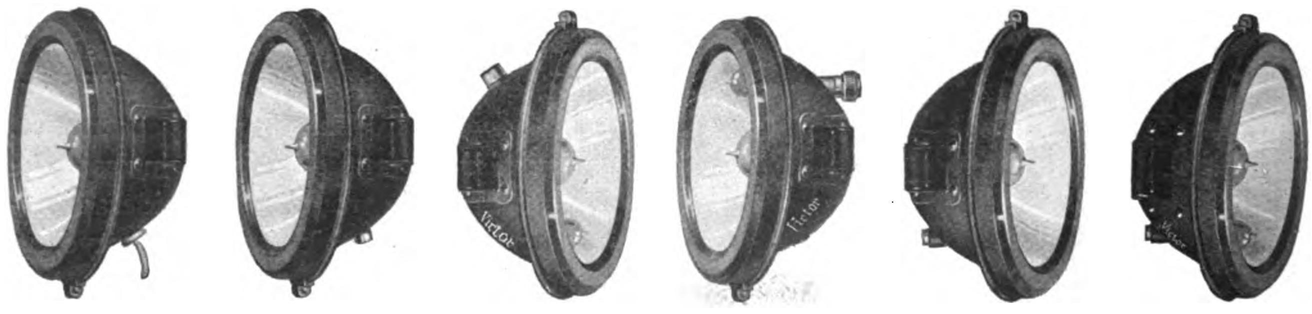
Welcome to the Rally!

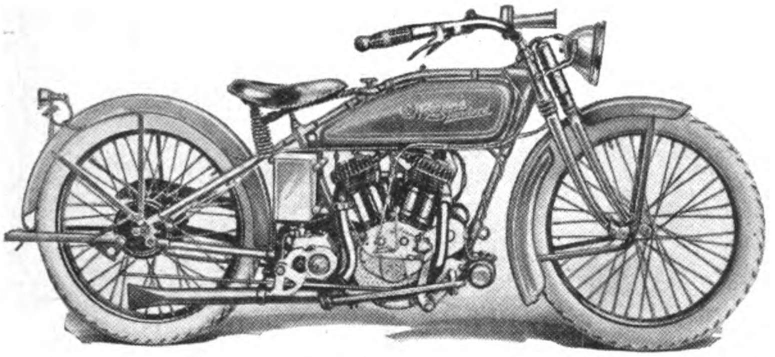
The Corcoran-Victor Company greets its many friends in the cycling trade, both riders and dealers and trusts that everyone rallying at Rochester at this time will have left behind his business cares and will enjoy himself to the utmost.

On your jaunts around Rochester note how many motorcycles are equipped with Corcoran-Victor Lamps. Verify for yourself our claims that 100% of the motorcycles carry our lamp.

THE CORCORAN-VICTOR COMPANY

710 Reading Road **Cincinnati, Ohio**





IF you have an eye for better things—finer workmanship—greater POWER—more attractive lines—then at the RALLY satisfy your desire by watching the performance of

The

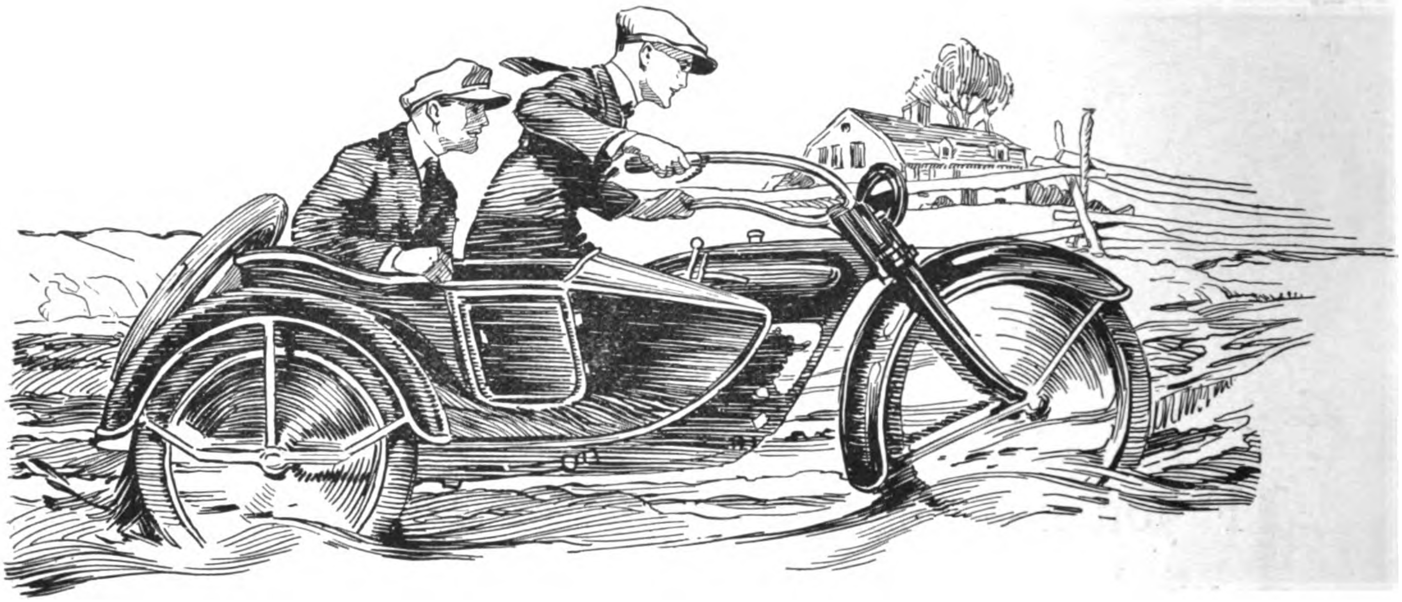
World's Master Motorcycle

R-S Reading Standard

Those dealers and riders who think for themselves prefer the Reading Standard They appreciate the greater POWER and SPEED the Reading Standard side by side valve STOCK motor makes possible and the many other exclusive features described in the R-S catalog.

Reading Standard Co., Inc.

Reading, Pa.



The Carter will take you thru!

PUTS THE STEADY HUM IN MOTORDOM
Carter
Carburetor
MOTOR
TESTED
ST. LOUIS, U.S.A.

You don't look for mud to ride in—but you will occasionally strike it. When you do, give her the gas and sail thru—your Carter has ample power for any mud or sand or hill—AND IT NEVER LOADS ON A HARD PULL.

Our affiliation with the American Car & Foundry Co. affords increased purchasing powers—greater production facilities. We are taking care of every demand for Carters. Specify a Carter on your new mount as original equipment, or install one on your old machine for immediate satisfaction.

CARTER CARBURETOR CORPORATION
Sole Distributors
2838-42 N. Spring Ave., St. Louis, Mo.
American Car and Foundry Co., Manufacturers

Jobbers and dealers

This is the Carter year—write or wire for details.

CARTER
ST LOUIS U S A

SPEED!
When you want it

POWER!
When you need it

GAS ECONOMY!
All the time

New Prices

1 in. carburetor	**$11.00**
1¼ in. carburetor	**12.00**

The Carter Carburetor

100% Motor Tested

@ $335—

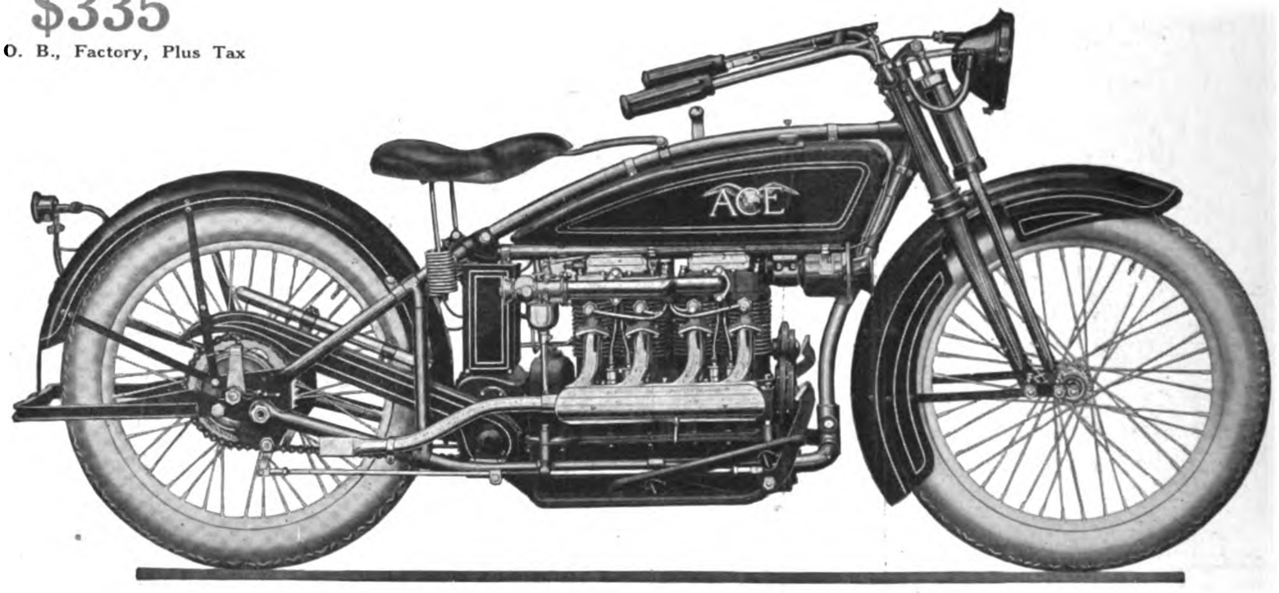
Ace dealers are getting immediate results.

When they tell their customers of the remarkable 1923 price of this perfected four-cylinder machine, they get the business!

To be an Ace dealer now is to be a successful motorcycle merchant. The electrically-equipped Ace "four" at $335 is impressive value that gives the dealer a dominant advantage in his territory.

4 ACE **4**

Ace
4
ELECTRIC
$335
F. O. B., Factory, Plus Tax



Sold last two Aces in Stock this Morning. Ship fifty more immediately at new price.—W. J. Walker, Boston.

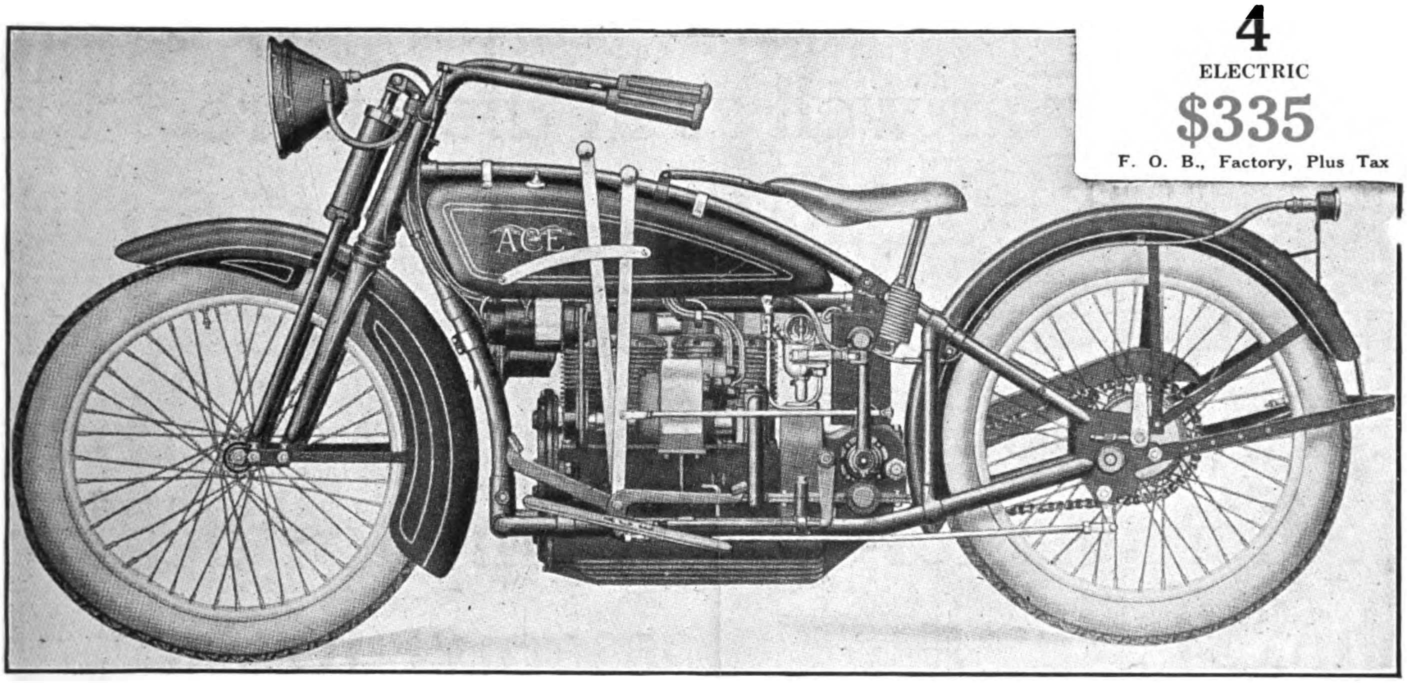
(Note: Walker had already sold 75 Aces at the old price of $435. Now that the price is $100 lower, watch his smoke!)

Rush a new Ace by express at 1923 price.—F. Prosperi Co., New Britain, Conn.

Just received Ace announcement. We can sure put a lot of them on the road at that price. One order enclosed. Excellent prospects for several more in a few days.—Sam Bright, Chattanooga, Tenn.

Since the new price has p
within reach of every motorc
an almost boundless field fo

Ace
4
ELECTRIC
$335
F. O. B., Factory, Plus Tax



The new price is the best news we have ever received. Ship a new Ace to us at once.—Knight Motor Co., St. Louis Mo.

Please ship another Ace electric model at new price immediately. Check enclosed for full payment.—Pat Cloran, New York City.

Ship two electric Aces immediately by express and one by freight, at new price.—Doc Van's Motorcycle Service Station, Denver, Col.

Received new price announcement. Please ship two Ace electrically-equipped machines at once.—W. A. Mayer, Ft. Wayne, Ind.

Rush at once by express another electrically-equipped Ace at $335. Deposit enclosed.—A. A. Peters, Allentown, Pa.

ced Ace four-cylinder power
le buyer, the Ace dealer has
rofit.

To be an Ace dealer means real profit right now as well as in the future. No need of waiting for "better times" when you can sell perfected four-cylinder power with full electrical equipment for $335. An Ace dealership is a sure passport to sound prosperity. Get yours now by writing to the Dealers' Department, Ace Motor Corporation, 2201 E. Erie Avenue, Philadelphia, Pa.

Electric Model

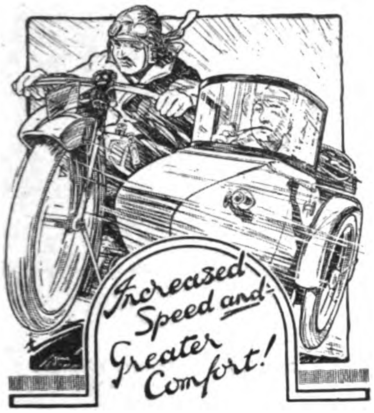
IIII **$335** **Ace 4** **$335** **IIII**

f. o. b. factory plus tax

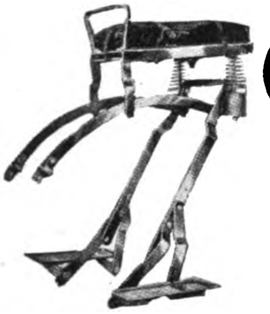
ACE

Ace Headquarters during
the Rochester Rally,
ROCHESTER HOTEL
SEE DISPLAY AT STORE OF
GEO. L. MINER, 140 S. CLINTON AVENUE

EASTING WINDSCREENS


Increased Speed and Greater Comfort!

Adjustable to nine different positions. Protects against dust, wind, rain and sleet.
Price $16.00



F-N TANDEMS

Special model for all motorcycles.
Price $17.00

MERCURY WHEEL DISCS

Cleans instantly. Protects spokes. Adds class to appearance of outfit. Send for our list of special contrast colors.
Price, per wheel............................$5.00

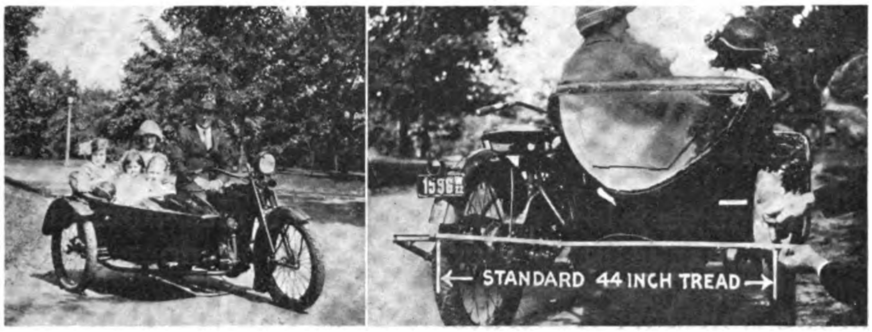
RUBBERALL CYCLE SUITS

Protect driver from all storms, wind, dust and cold. Send for circular.
Price $12.50

Your Wife and Kiddie

need no longer be crowded into a single passenger sidecar. We have produced the

GOULDING *Family* SIDECAR



The ONLY Family Sidecar With Single Passenger Chassis

It handles as easily as a single passenger sidecar. It looks almost as snappy as a single passenger sidecar, and weighs but 22 lbs. more. Yet it is roomy enough to accommodate your wife and all the kiddies with lots of comfort.

We Also Call Your Attention to the

GOULDING SINGLE PASSENGER SPORTSTER

The Car That Sprang Into First Place in One Season!

1923 Prices

Goulding Single Passenger Sportster, List	**$115**
Goulding Baby Sporster for Scout, List	**$115**
Goulding FAMILY Sidecar, List	**$135**

f. o. b. Milwaukee, U. S. A.

Goulding points of superiority embodied in all models are Timken Roller Bearings, Full Elliptic Oil Tempered Springs, Coach Built Body with Cowl Moulding, Auto Door, Two Built-in Pockets, Roomy Locker, Floor Rug, etc.

Made to Fit All Makes of Motorcycles.

Catalog Free

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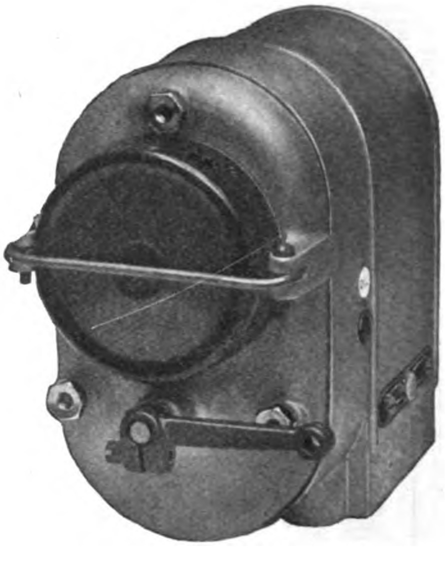
Eastern Sales Office:
70 EAST 131st STREET
NEW YORK, N. Y.

Factory and Western Sales Office:
405 FOURTH STREET
MILWAUKEE, WIS.

Easy Starting! Sure Lighting!



Splitdorf S-2 Magneto standard equipment on 1922 Indian Motorcycle

THAT'S what every user wants and every dealer desires, and it's exactly what you get with Splitdorf equipment.

The remarkable S 2 Splitdorf Magneto—compact, rugged and trouble-proof against oil, mud and water—is an eye-opener on easy starting and dependable running.

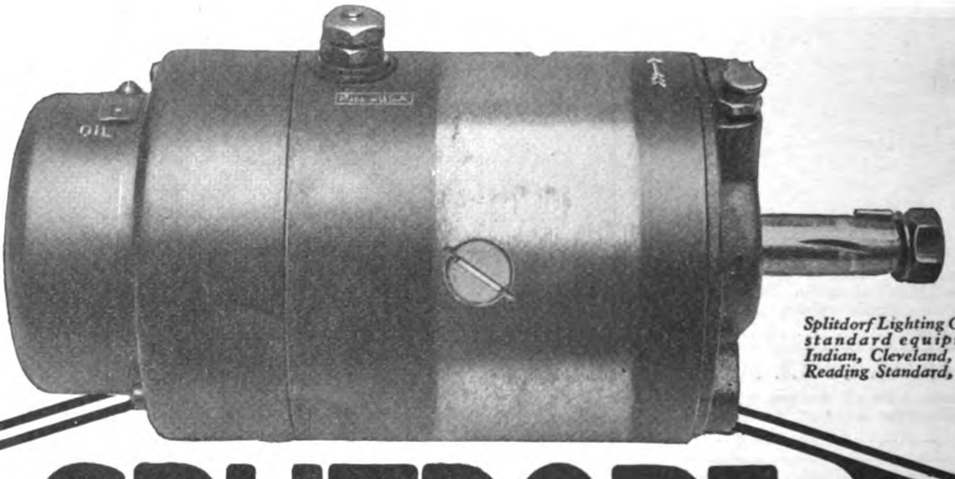
It sparks at very low speeds and has a pick-up and get-away that is little short of being phenomenal.

And the Splitdorf Generator! Easily the most successful unit of its kind ever introduced.

Years of intensive engineering skill added to the years of actual road usage are responsible for this refined, most dependable generator that is becoming almost universal in usage.

Engineering dealer and user detail furnished on request

SPLITDORF ELECTRICAL COMPANY
Newark, N. J., U. S. A.



Splitdorf Lighting Generator, standard equipment on Indian, Cleveland, Excelsior, Reading Standard, Ace, etc.

SPLITDORF

TRADE MARK

ESTABLISHED
1858

WELCOME TO ROCHESTER

National Motorcycle Rally

D. G. ANDERSON
General Manager

Cyclemotor
Corporation

Evans
POWER-CYCLE

L. R. EVANS
Factory Manager

A. C. RICE
Sales Manager

Rochester Made

Come and See
Us!
Easy To Find

West on Main Street
to Jefferson, South
to Cady Street

J. F. MERKEL
Engineer

IT'S OUR TOWN and YOU WILL LIKE IT!

One type of special machine for rough grinding Atlas Steel Balls. In this operation it is essential that ball sphericity be kept within close limits so that required results of accuracy may be obtained in the Finishing Processes.

These special machines for oil-grinding Atlas Steel Balls permit extreme accuracy and fine finish of the ball surface. It is one of the first operations of the Finishing Series. These machines are of our own design and construction.

Even a Little Child Can Swing This 30-Ton Door

Ordinarily, this would be a test of superhuman strength. But, swinging as it does on Atlas Steel Balls, this massive weight of solid steel responds easily and quickly to the push of a little child.

Such frictionless motion is possible only on steel balls, accurate in size and uniform in quality. If one ball varied in size from another the excess weight thrown on a few of them would produce disastrous strains which cause ball failure and ultimate bearing ruin.

So accurate in size is every Atlas Steel Ball, that a variation greater than 1/20th the thickness of thinnest tissue paper—or ½ of 1/10,000″—is enough to cause rejection. And so great is their "crushing strength" that very small balls support enormous weights without injury or fracture.

Atlas Steel Balls are found in the leading ball bearings and popular makes of Motorcycles and Bicycles, as well as the countless machines of Industry and Science.

ATLAS BALL COMPANY
Supervised by
SKF INDUSTRIES, Inc.
165 Broadway - - - - - - - New York City

810

ATLAS STEEL BALLS

Made Under
SKF
Supervision

Announcing *NEW PRICE*

$185

For the first time — both a price and a type of two-wheeler to suit all the people

AT SYRACUSE, N. Y.
Including 2 Electric Head Lights, Tail Light and Tools.

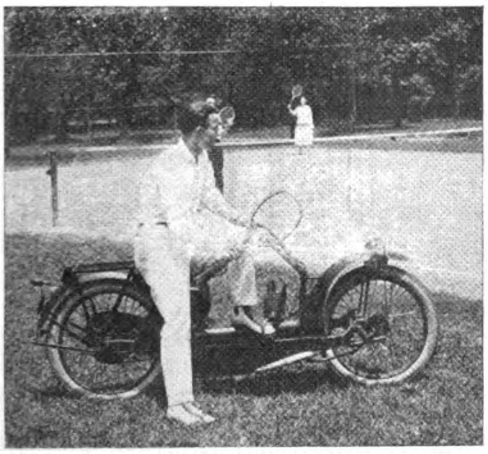
35 Miles an hour

85 to 100 Miles to the Gallon

300 Miles for $1.00

NATIONAL ADVERTISING IN

Saturday Evening Post
American Magazine
National Geographic
Popular Mechanics



THE large public demand for NERACARS justifies production plans which make this new price possible. **It is a selling opportunity without precedent.**

In designing the NERACAR, we aimed at volume. This idea is getting the business for our dealers. People who are buying NERACARS show that we were right. Testimonials from owners prove that the NERACAR has struck the keynote of popular approval. Business men and women, doctors, executives, superintendents, army officers, college professors, school teachers, and clergymen are among those who use and endorse the NERACAR. Light, simple, easy to handle, it is ridden in any clothes. Its low operating cost is cheaper than riding in street cars.

It takes a small investment to handle NERACAR sales, and the discount is large. You sell faster, turn your money over oftener, do a bigger business, reduce your overhead and make more profit. NERACAR national advertising is producing many thousands of inquiries, undoubtedly many from your vicinity. It is bringing customers to our dealers' doors. The NERACAR gives a longer selling season, for it is used in winter as well as in summer.

The new NERACAR price of $185 gives you the utmost in sales possibilities. It commands a sure market as comfortable transportation for business, sport or recreation. You should add this rapid selling light-weight to your line.

Don't turn customers away from your door, but with NERACAR and your regular line be ready to supply **complete** two-wheel transportation.

Write Today For Our Complete Dealer Plan

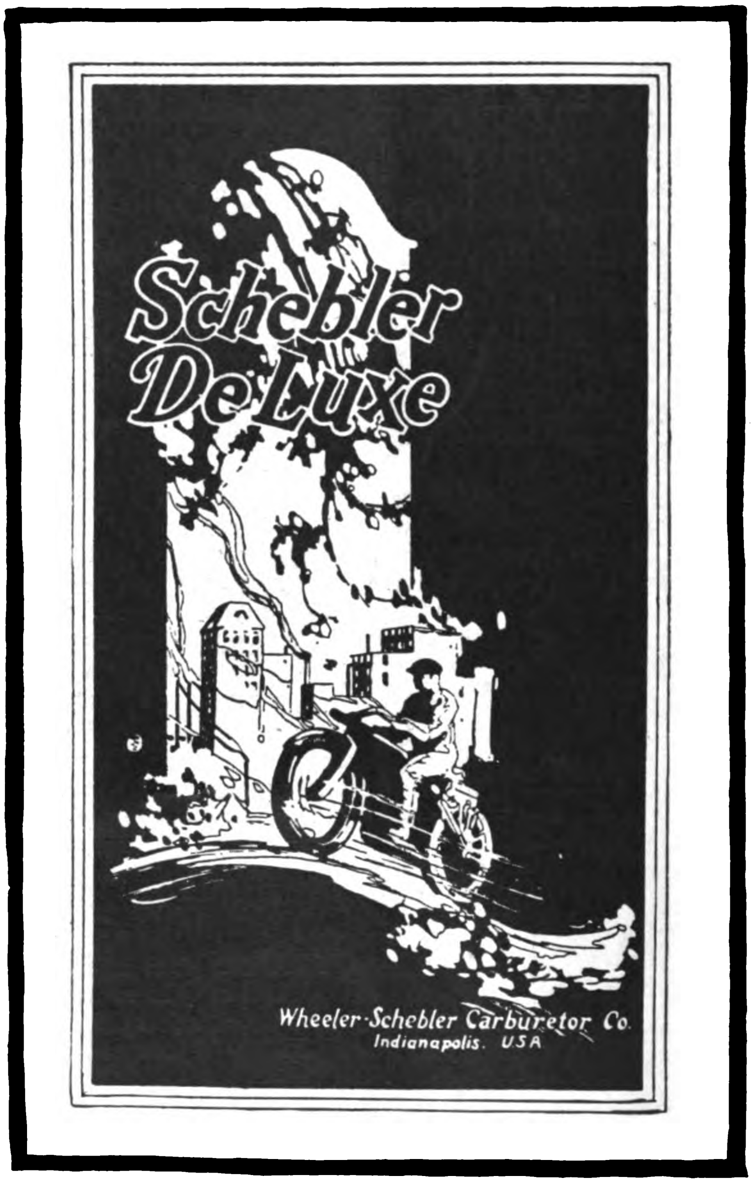
NER-A-CAR CORPORATION
Syracuse, N. Y.

NERACAR

"MOTORING ON TWO WHEELS"

Schebler De Luxe

A Carburetor of Unusual Merit


Schebler
De Luxe
Wheeler-Schebler Carburetor Co.
Indianapolis. USA

A Trial Will Convince You

Consult Your Service Station

Wheeler Schebler Carburetor Company

Indianapolis **Indiana**

Motorcycle & Bicycle ILLUSTRATED

New York, July 27, 1922

National Rally Program

Monday, July 31

All Day Long—Arrival and registration of tourists.

9 a. m. to 5 p. m.—Play equipment will be issued to those who apply at headquarters.

3 to 5 p. m.—Band Concert and Dancing.

4 p. m.—Meeting of Sports Managers.

5 p. m.—Meeting of Sports Officials.

7 to 11 p. m.—Band Concert and Dancing.

8 p. m.—Moving Pictures.

Tuesday, August 1

8 to 9:30 a. m.—Outdoor Sports and Contests, and Inside Games.

10 to 11:30 a. m.—Water Sports at Charlotte Beach.

2 to 4 p. m.—Band Concert and Dancing.

2 to 5 p. m.—Outdoor Sports.

6 p. m.—Dinner at Park Restaurant.

7:30 p. m.—Moving Pictures and Vaudeville.

7 to 11 p. m.—Band Concert and Dancing.

Wednesday, August 2

9 to 12 a. m.—Outdoor Sports.
2 p. m.—Parade to Durand Eastman Park for Water Sports.
7 to 11 p. m.—Dinner and band Concert at Sea Breeze.

Thursday, August 3

9 to 11 a. m.—Outdoor Sports.
11 a. m.—Start for Hill Climb.
1:30 p. m.—Hill Climb.
7 to 11 p. m.—Band Concert and Dancing.
8 p. m.—Moving Pictures.

Motorcycling *Is a* Gentleman's Sport

By W. H. Parsons

MOTORCYCLING is a gentleman's sport. Let us show the people of Rochester and along the roads and in the towns and cities through which we pass on our touring to and from the National Rally that we are gentlemen sportsmen.

Motorcycling is a high-class sport. It never has been and probably never will be a sport of the masses. This does not mean that motorcycling is the sport of a small class, but nevertheless it has its limits. These limits are determined by several things among them being the financial condition of the would-be motorcyclist, for even with the material reductions in prices that are being announced this summer motorcycling may not be called a "cheap" sport. It isn't likely that it ever will be. When a person has paid for even the lowest priced light weight he has an appreciable investment. It takes considerable money to buy and maintain a motorcycle. Therefore motorcycle riders are of the "responsible" class, the class that is capable of earning more than a bare living, the class that can afford to spend some of its earnings for a good time.

> INSTEAD of putting on "company manners" when we are away from home let's make our everyday conduct such that there will be no need to change to "company manners" when we go visiting. We are not "cheap" sports. Why should we act like them, either at home or abroad?
>
> Motorcycle riders are of the "responsible" class; the class that is capable of earning more than a bare living; the class that can afford to spend some of its earnings for a good time.
>
> Motorcycling is a high-class sport. It never has been, and probably never will be a sport of the masses. One of the reasons for our failure to interest a larger percentage of the logical motorcycle prospects in this country is that we have not sufficiently emphasized its "class."
>
> Instead of a little over three hundred thousand there should be at least a million motorcycle riders in the United States. Some day there will be, but even then it will be a "class" sport. Let us see to it that it is a gentleman's sport.

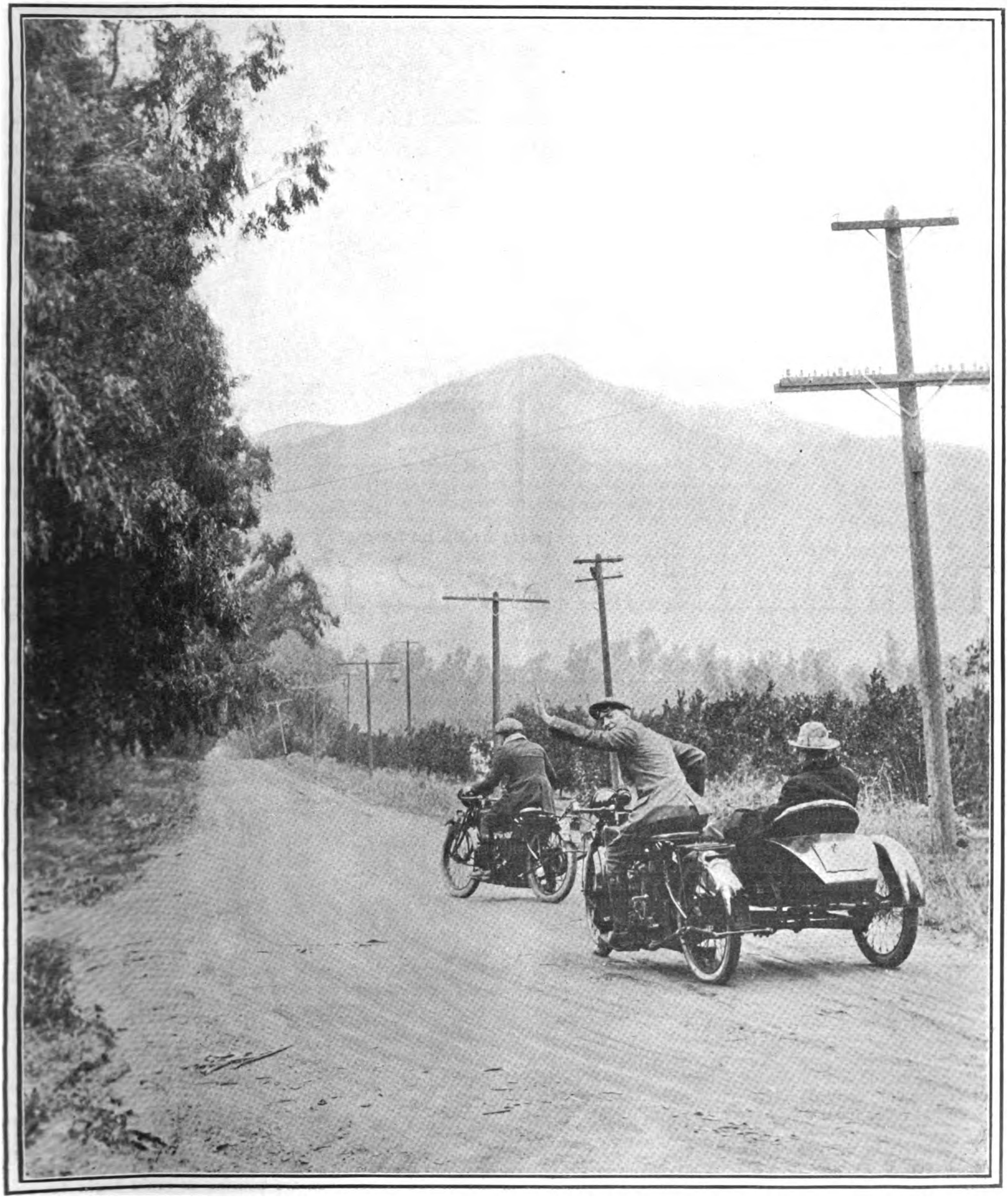
In our country this is a very large class but up to date we have only convinced a small percentage of this class that they can get more pleasure out of motorcycle riding than they can obtain from an equal investment in something else. It is quite true that the motorcycle has a practical utility value as a means of quick and economical transportation aside from its pleasure appeal but the "sport" will in my opinion always be the predominating consideration with a majority of the motorcycle buyers.

I believe that one of the reasons for our failure to interest a larger percentage of the logical motorcycle prospects in this country is that we have not sufficiently emphasized its "class." We who ride them and who consider motorcycle riding the greatest sport on earth have been careless of our appearance and our conduct. Some of us have acted like roughnecks and hoodlums. We have raced along the roads in grease smeared clothing, with dirty faces and with open mufflers. We have made nuisances of ourselves and created a public prejudice that has resulted in making it unpleasant for the great majority who have conducted themselves like gentlemen. The number of roughneck riders as compared to the total is small, but it's the noisy ones who are noticed and it is by their conduct that we are judged as a class.

The remedy is in our own hands and the National Rally at Rochester is an excellent place to apply it. To begin with let every rider say to himself "I am a follower of a high-class sport. It is therefore up to me to conduct myself accordingly. I will dress and act like a gentleman and I will insist that those with whom I associate do likewise. I will remember that I am a guest of the people of Rochester who have placed their exposition grounds at my disposal and welcomed me and my kind to their city. I can best show my appreciation by making myself a pleasant guest and influencing others to like conduct."

Don't let it end at Rochester. Instead of putting on "company manners" when we are away from home, let's make our everyday conduct such that there will be no need to change to "company manners" when we go visiting. We are not "cheap" sports. Why should we act like them, either at home or abroad? Why not make the pastime attractive for others?

We who ride motorcycles are responsible citizens. We have invested a considerable amount of money in the sport that appeals to us and we take pride in following that sport. We desire the respect and approval of our fellow citizens. We want more of them to join with us in the pleasures of motorcycling. There is one sure way to bring this about. We can so govern our actions that motorcycling will appear attractive to others. Instead of a little over 300,000 there should be at least a million motorcycle riders in the United States. Some day there will be, but even then it will be a "class" sport. Let us see to it that it is a gentleman's sport.



THE CALL TO THE OPEN ROAD

A winding road along the Hudson River

Touring *to* Rochester *a* Joyous Trip

Good Roads Lead from All Directions to National Rally — Experienced Tourist Makes Some Good Suggestions

By Rolin Stone

THE plans for staging the four days Motorcycle Rally at Rochester, N. Y., in early August have been elaborated to a point where the event assumes proportions second to no motorcycle affair in years. Not since 1915, when at Saratoga Springs, N. Y., MOTORCYCLE AND BICYCLE ILLUSTRATED successfully demonstrated the interest motorcyclists had for this type of amusement and recreation, has a serious attempt been made to cater to the motorcyclist who would like to tour if he had some place as an objective. There are thousands of riders who have yet to taste the joy of traveling far and wide over the country. They make their one and two day trips of 200-300 miles and hesitate to go farther.

Race-meets and hill climbs have their appeal, but touring is a form of motorcycle sport that all riders may participate in.

Competition in the dog days under a blazing sun is nothing to write home about.

The Rochester rally is different, and in that it has a wonderful appeal. Rider, Dealer and Manufacturer will mingle and talk over things of common interest.

This is not written to show the rider how to enjoy himself while at Rochester. That phase of the rally is in the hands of capable men who will see to it that rider interest never lags.

What this is intended for is to convince the motorcyclist who is a bit in awe of touring for any long distance over an extended period that he has nothing to fear at all.

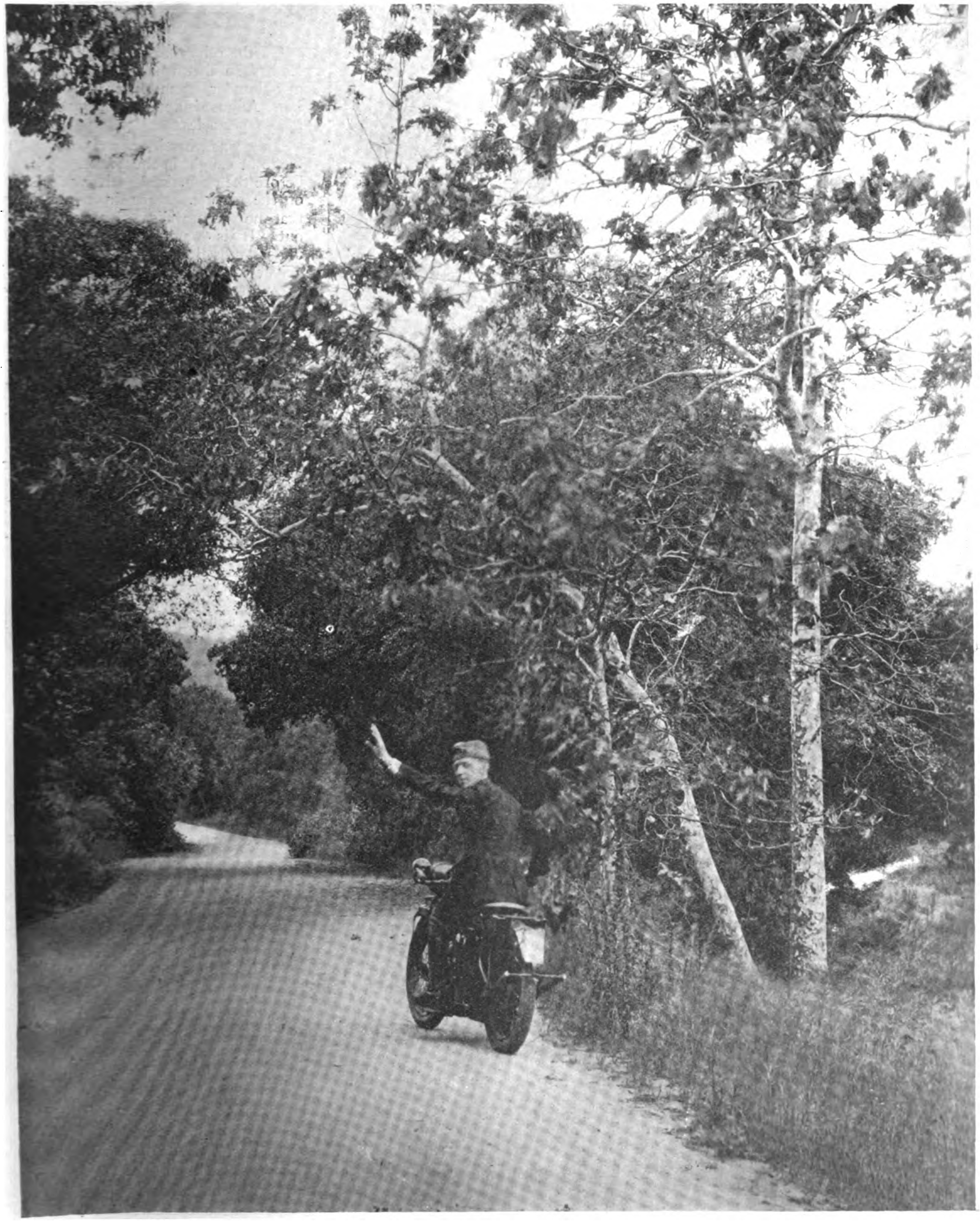
Until a rider makes a motorcycle trip of some length he has not rounded out his full career as a motorcyclist.

As Easy As Gossip

Touring in this day and year has become as easy and enjoyable as it used to be to sit on the front porch and gossip with the neighbors.

Wonderful highways cross the country in every direction, many of them with distinguishing symbols that keep the traveler posted as to the correct route. Maps may be had for the asking or for a small sum. Motorcycles are reliable in fair or foul weather and even if the misfortune of riding in rain must be put up with, electrical systems are water-proof against anything but a flood. Riding clothes are better than ever, both for clear, as well as rainy weather. Camping utensils are cheap and if the traveler does not care for camping, hotels are available at all rates. Camp sites are free in many places, and are to be had for the payment of a small sum at most farms enroute.

Touring is nothing more or less than riding several days of 200 miles journey. No one would hesitate in riding that distance in one day and would not think that there was danger in the machine failing or getting lost. All the green motorcyclist need to is pile a couple of these "two hundreds" on top of each other and he has a thousand miles behind him. Plan to make the trip at a steady sane pace. A speed 25 miles per hour means about 20 average, including stops. Remember that you are out to see the country, not to attempt record trials. If you are camping en route begin to seek your night stop before it is real dusk. You have a better choice of camp sites.



"GO SLOW, CURVE AHEAD"

One rider of the writer's acquaintance pitched camp in the dark and awoke to find himself across from a cemetery in the morning.

Secure permission from a farmer if you camp on private property. It will be granted to you if you are polite. Buy provisions from him as well.

If you stop at hotels pick small towns to lodge over night. You will be traveling at the height of the touring season and big hotels will be filled up or inclined to be uppish about dusty travelers.

Start Prepared

Start on good tires, tubes and chains. There is absolutely no fun in making repairs on the roadside that could have been attended to at home. The writer once journeyed on a traveling repair tour and it caused a rift in the happiness of the party that broke the tour down into several individual tours. It is unfair to your companions to expect them to delay their ride for a series of repairs that could have been avoided.

Spare tubes, with an ample supply of patches will come in handy and if a blowout patch is added to the kit, there is little need of hanging a decoration in the shape of a shoe on the nose or rear of your sidecar. Chain links come in handy always, either for yourself or for the other fellow.

Gasoline and oil are readily obtained so there is no need to pack extra supplies of these needful articles.

Negotiating a Michigan trail. Plenty of scenery but not much road

Look Out for Rain

On the other hand carry along rain clothes so that you are able to meet any thunder storm that may be brewing. August is a month for these electrical spectacles.

Time was when it was a serious matter to be caught in the rain. That was before the rubberized suit was brought on the market. Here is an accessory that no motorcyclist should be without. It is water-proof, as a duck understands the word. A suit for the driver and wind screen for the sidecar passenger and the outfit will outride any storm that goes rumbling across the land.

A rubber poncho is good to carry along to cover the motorcyle. This is good to throw over the machine to ward off the heavy dew that falls during the night and sometimes plays havoc with the electric system.

Light weight riding gloves come in handy during the summer for driving and offer protection to the hands as well as keeps one cleaner in handling parts of the machine as the occasion arises.

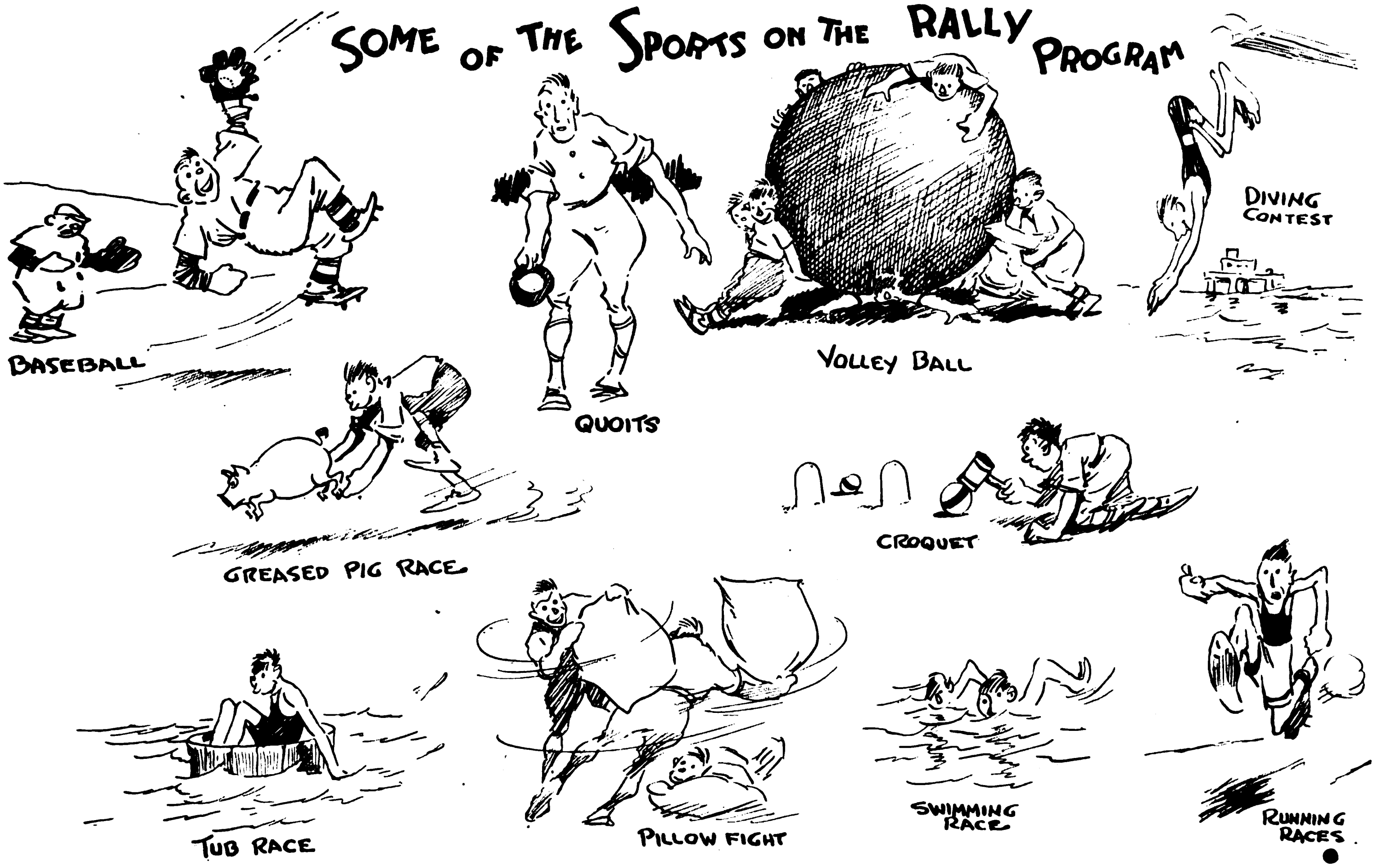
Dress Neatly

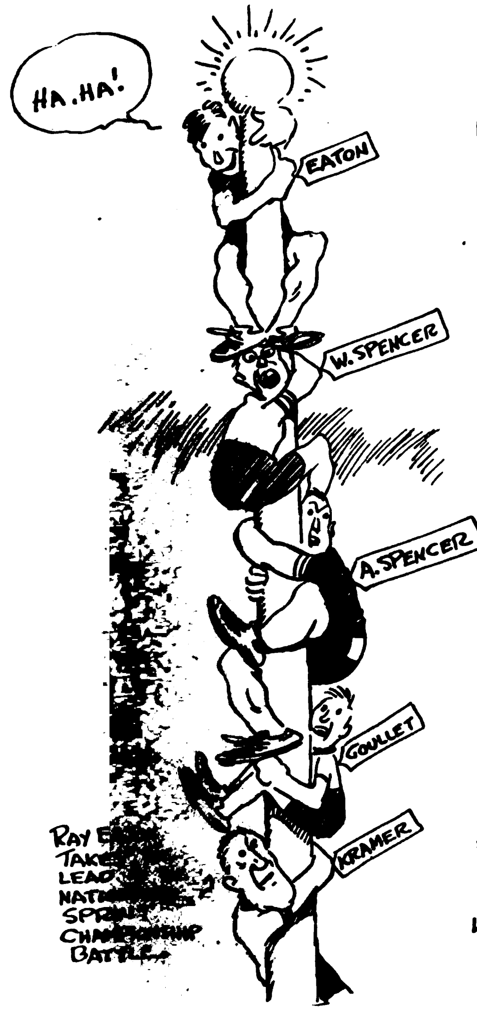
Riding suits of good texture are obtainable and to a neat cut tweed suit

(*Continued on page* 28)

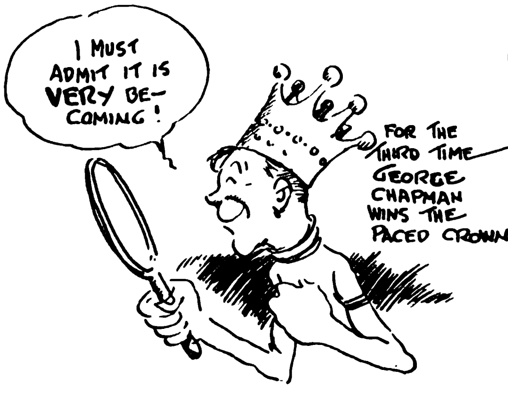
Near Cascade Lake in the Adirondacks

SOME OF THE SPORTS ON THE RALLY PROGRAM

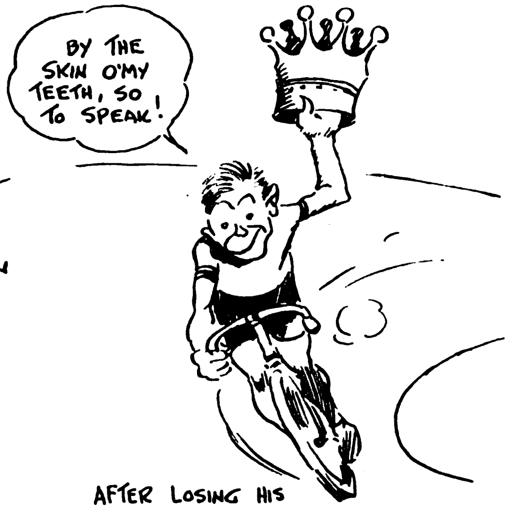

BASEBALL
QUOITS
VOLLEY BALL
DIVING CONTEST
GREASED PIG RACE
CROQUET
TUB RACE
PILLOW FIGHT
SWIMMING RACE
RUNNING RACES


HA. HA!
EATON
W. SPENCER
A. SPENCER
GOULLET
KRAMER

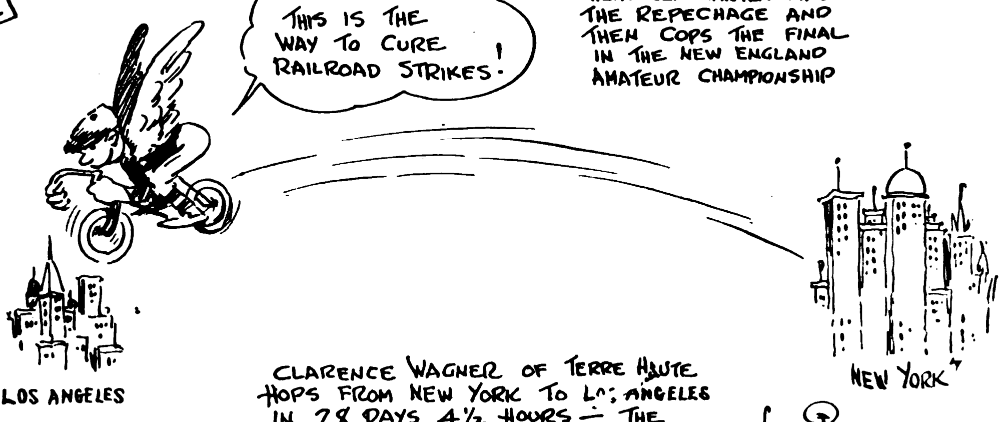
RAY E[illegible]
TAKE[illegible]
LEAD [illegible]
NAT[illegible]
SPR[illegible]
CHAMPIONSHIP
BATTLE


I MUST ADMIT IT IS VERY BECOMING!

FOR THE THIRD TIME GEORGE CHAPMAN WINS THE PACED CROWN


BY THE SKIN O'MY TEETH, SO TO SPEAK!

AFTER LOSING HIS HEAT LEN HARTEN WINS THE REPECHAGE AND THEN COPS THE FINAL IN THE NEW ENGLAND AMATEUR CHAMPIONSHIP


THIS IS THE WAY TO CURE RAILROAD STRIKES!
LOS ANGELES
NEW YORK

CLARENCE WAGNER OF TERRE HAUTE HOPS FROM NEW YORK TO LOS ANGELES IN 28 DAYS 4½ HOURS — THE FORMER RECORD WAS 35 DAYS

Howard Freeman

The solo rider can follow the country lanes across fields and meadows as the spirit leads him

may be added a pair of leather leggings or golf stockings that gives the rider that spic and span look that brings a glance of admiration from spectators.

The worst influence against the motorcycle is that so many riders appear in public in grimy clothes. This works against the motorcycle when it is the carelessness or thoughtlessness of the individual.

On tour to Rochester riders should be at their best both in appearance as well as deportment.

Goggles are indispensable to long distance riding. Unbreakable glass has eliminated the danger of splinters getting in the eyes in a crash. Any rider who has suffered from inflamed eyes from continual riding in the sun and wind let alone the dust will appreciate a pair of comfortable goggles and there are several makes on the market.

Camping Outfits

If the tour to Rochester is to be done by camping out there are any number of different tents for that purpose. From the army pup tents that retail for two dollars to the balloon silk tents that sell for twenty-five, all of them fit the purse and needs of the individual. The little bother that is attendant upon erecting and dismantling a tent each night and morning is well worth the saving in hotel bills The cooking utensils needed are simple and with the appetite created by riding, plain food and lots of it will please most palates.

Rochester was wisely chosen as the rallying point of the tours. Not because of the inducements offered to entertain the visiting motorcyclists alone, but because it is about as central as any spot in the territory east of Buffalo and Pittsburgh and north of Washington and Wheeling. In that corner of the United States the bulk of motorcycling is done by thousands of riders. Adjacent to this same section is the lower fringe of Canada with Toronto, Montreal and Quebec, all good motorcycle centers and connected by good roads with the States.

Easy To Get There

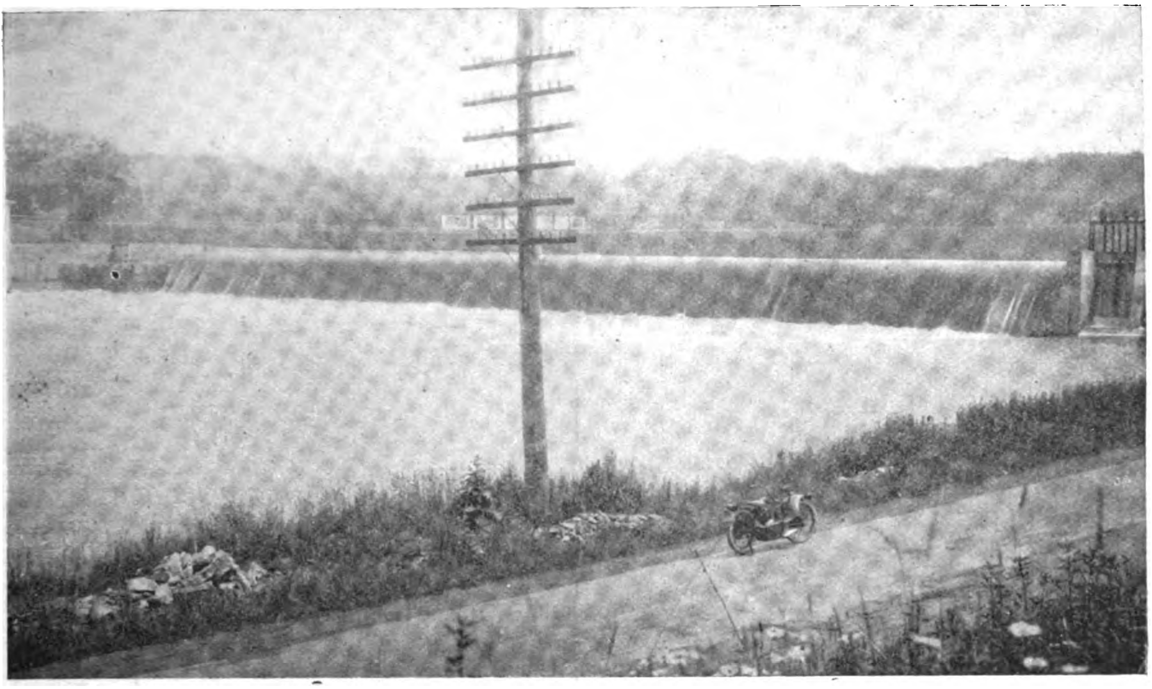
To reach Rochester from all four directions of the compass, is a comparatively easy matter.

From the north any tourists from Canada would find that beginning at Quebec there is a wonderful road all the way to Montreal, then by following the King Edward Highway to La Colle and crossing into the United States at Rouses Point, N. Y., they have many more miles of fine roads skirting the edge of the Adirondacks through Malone, Potsdam, Watertown, Oswego and Rochester. Opportunities for camping through the Adirondacks are splendid, as the State of New York maintains many public camp sites with stone fireplaces for cooking. Toronto and Kingston riders may reach Rochester via Niagara Falls and Buffalo.

From New England good highways across New Hampshire, Massachusetts and Connecticut will appeal to the tourist with the added interest of passing over the Mohawk Trail or through the Berkshires and via Jacobs Ladder.

New York City riders can go by way of Albany but the route to Rochester via the Capital is 400 miles, or about 52 miles further than a shorter route via Binghamton and Elmira. Albany to Rochester via Utica, Syracuse and Geneva is 248 miles. The route follows the Mohawk Valley and the highway surfaces should be in good condition.

Buttermilk Falls, Ithaca, N. Y., one of the scenic beauties on the trail to the national rally

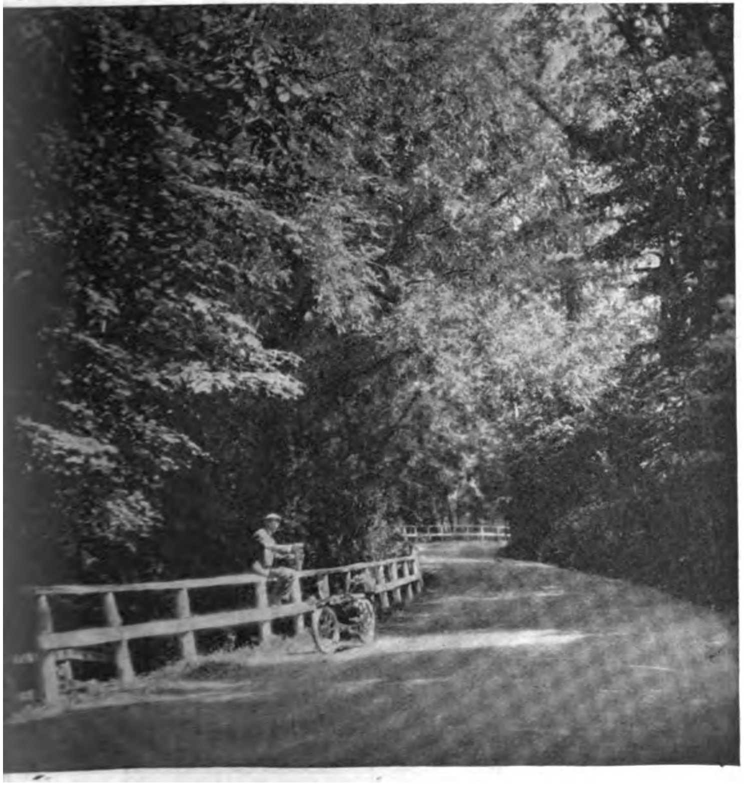


Power Dam in the Oswego River, near Oswego, N. Y.

For tourists who desire to save time, New York riders have the advantage of being able to make use of the night boat to Albany thus saving almost a day of travel. This is a boon to those who are forced to start late.

From Newark, Paterson, Trenton and other Jersey points the best route is cross the State to Delaware Water Gap there proceeding through Stroudsburg, Scranton and Binghamton. This route is available to New York riders as well, or can be alternated by the Middletown, Monticello, Hancock route through the lower end of the Catskills, one of the most scenic in the lower end of the Empire State.

Wheeling, W. Va., and Pittsburgh, Pa., are about 353 and 293 miles from Rochester if the route through to Erie and Buffalo is followed. All tours originating in the S. E. section of Ohio would do well to follow the same route.



A beauty spot near Rochester and a good road to be traversed by National rally tourists

Cleveland will be a meeting point for western tourists. From Columbus, Cincinnati, Dayton, Indianapolis, Chicago, Fort Wayne and Detroit all roads seem to head toward Cleveland with the trip on through Erie to Buffalo and Rochester about 260 miles.

The Approximate Mileage

A table of route distances follows:

Distance to Rochester, N. Y.

From—	Miles
Portland, Maine	494
Boston Massachusetts	436
Providence, R. I.	444
Bridgeport, Conn	394
New York City (via Albany)	400
New York City (via Elmira)	357
Philadelphia, Pa	352
Washington, D. C. (via Harrisburg)	420
Washington, D. C. (via Philadelphia)	508
Pittsburgh, Pa	293
Wheeling, W. Va	353
Cleveland, O	261
Columbus, O	386
Cincinnati, O	512
Fort Wayne, Ind	480
Detroit, Mich	441
Chicago, Ill	647
Milwaukee, Wis	747
Indianapolis, Ind	600
Quebec, Canada	530
Montreal, Canada	345
Toronto, Canada	185

There are the distances the riders will have to travel. Double them and you have the round trip mileage. By this table you will see that Milwaukee tourists will have the biggest mileage—1,500.

When you do pack up for Rochester be sure to carry along a camera. If ever you wanted pictures to bring back the memories of a pleasant outing it is on a tour of this sort.

One more thing. Get one of those M. and A. T. A. Trail Maps of the United States. It will come in handy.

Well, that's all just now.

See you at Rochester.

MOTORCYCLE COPS

EVERY motorcycle used by the Michigan State police will be equipped with a wireless receiving set if experiments now being conducted by the State Public Safety Department are successful. A broadcasting station will be set up and every rider of the State police kept in constant touch with general headquarters by code messages sent by wireless, officers have announced.

By this method headquarters is in touch with the local officers in case of an emergency call for their services.

YANKEE MACHINES WIN

At Christiana, Norway, on July 4, Harley-Davidson riders won both the solo and sidecar races. Eric Mathiesen, Harley-Davidson, beat R. Kriserud and J. Hang, both mounted on Harley-Davidson also. In the sidecar class Mortensen, Harley-Davidson, defeated Gulbrandsen, Indian.

Lieut. Travis, of the New York Police Force, and a number of the patrolmen under him are now "touring" the residence sections of the city on Evans Power Cycles

NEW YORK STATE HIGHWAY LAWS

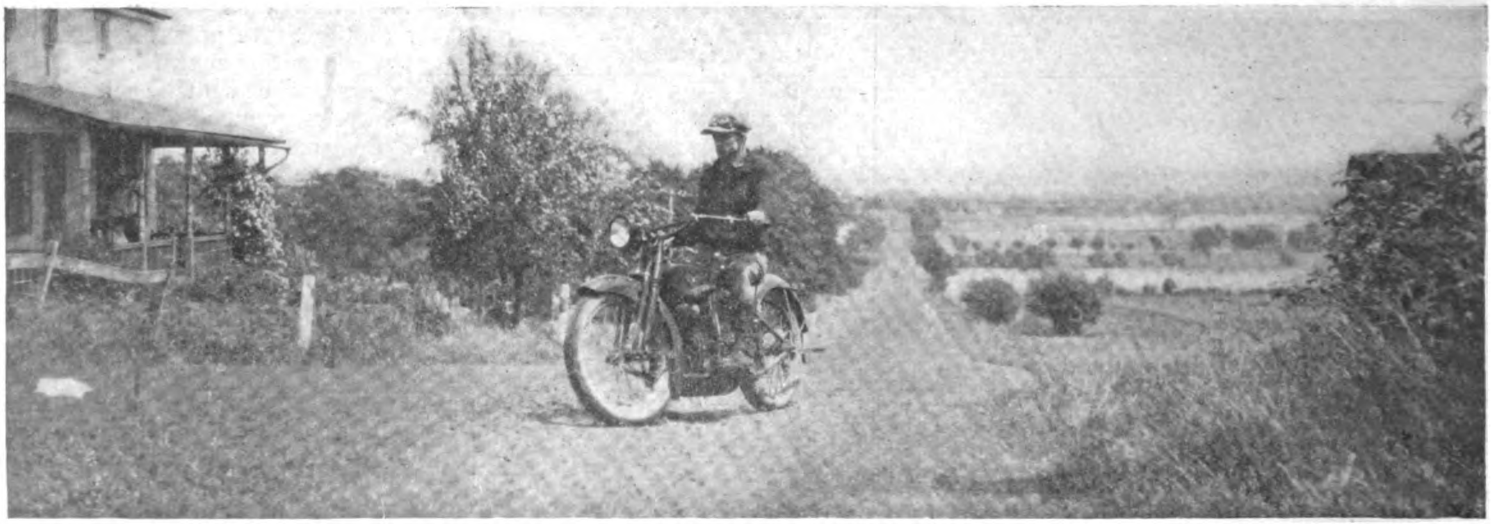
TOURISTS to the Rochester rally should beware of the open muffler in New York State. This is forbidden by a State statute, rigidly enforced on every road within or without a city. State troopers are instructed to enforce it, and "pick up" all motorists, truck, automobile, or motorcycle, who disregard it. There could be no open muffler at the hill climb if it were on a public road.

The speed laws are also strictly enforced. A safe speed is not more than 15 miles in cities, 25 miles in less congested districts, and 30 miles (the limit) on the open road.

To tourists passing through Albany N. Y.: There is a speed trap very efficiently maintained by a motorcycle cop who hides in the bushes awaiting his game at Colonie, between Albany and Schenectady. The road here is as straight as an arrow and as smooth as a billiard ball table—a great temptation for a 40 or 50 mile gait—but beware, the limit is 30 miles. The Mayor of Albany was recently arrested here.

ACT AS RALLY ADVANCE AGENTS

IN order to boost for the Rochester rally and go to the annual Indian sales conference, doing it with a motorcycle, the Chicago Hendee branch organization made the trip from Wabash avenue to Springfield under the guidance of P. B. Whitney, riding a Chief that he had driven from Fort Worth, Tex., solo, previously. The Chicago party included Branch Manager Hicks, Bill Freeman, Ray Garner and Hugh Sharp with the boss riding a solo Scout and the others ala sidecars. The route took the travelers through South Bend, Toledo, Cleveland, Erie, Westfield, N. Y., down through Corning, Binghamton, Albany and Springfield. The men say that Tourmaster Paulson's schedule is an easy one, as the roads are good. In fact, over the 1,050 miles travelled between Springfield and Chicago there were about 950 just as smooth as a billiard table.



Rounding a bend on the first stretch of the journey from Philadelphia to Rochester

SOME OF THE STEEPLE CLIMBERS WHO WILL COMPETE FOR NATIONAL CHAMPIONSHIP

1

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No. 1—Ollie Barber
No. 2—W. H. Tracy
No. 3—John Terhune
No. 4—Orie Steele

No. 5—T. N. T. Terpening
No. 6—Floyd Clymer
No. 7 Oscar Lenz

No. 8—Paul Anderson
No. 9—Maldwyn Jones
No. 10—Earl Roylance
No. 11—William Lang

BETSY GOES

By H.

Betsy sees a Chipmunk beside the road

I AM a dog, a Scotch Collie. I have often heard my master say, rather boastfully, that I am bred to the blue, from imported parents, pedigreed and registered with the A. K. C., whatever that is. Sometimes he adds a little laughingly, that I am the only Scotch thing around the house since the old square bottle went dry. Of course, I don't know what he means by that but he always ruffles my ears and pats my head when he says it and I enjoy that much of the joke.

We live on the outskirts of a city. From the front porch of the house where I lay in the shade on hot summer days, I can look down on the spires and chimneys of the town and sometimes I go down there with my master. There is always a great deal of noise and it makes me nervous so that I am glad to get back home. The other way from our house, are the mountains; I can see them too. At night cool winds blow down from the mountains and there are smells; smells of trees and rain washed air and other smells that affect me strangely. It is a pleasant place we live and I am contented except at night when the smells come flowing down from the hills and then I get restless and want to run.

Sometimes I think Master gets the smell from the hills too. He will stand for a long time looking toward them and then he will say to my mistress or to me or to just nobody at all, "The hills are calling me, I think I'll have to take a little trip." And the next morning quite early he will get out the two wheeled machine I have heard him call the Motorcycle and he will shoot out of the driveway on it and that is the last we will see of him for several days. When he comes home he talks a great deal of where he has been and what he has seen and he smells like wood smoke. Many times I have wished I could go with him but there is no room on the motorcycle, only a place for him to sit and two things like horns for him to hang on to. Then he goes so fast too and swings from side to side so that if I should get a chance to go I know I would fall off.

Then one day I went to the city with my master. Whenever I go to town with him he leaves me outside of most of the places he goes into and I lay and wait for him to come out but there is one place he always takes me into with him. It is a cool place with a hard floor. There are friendly men here who call me by name and stroke my nose. There are lots of motorcycles here too. My master generally stays here a long time and laughs and talks a great deal with the men there. On this day he sat and talked for a long time with a friendly looking man I always see there whom Master calls "Walt." I heard this man say, "Taken any trips lately?"

"Nope," replied my master, "I get tired of going alone. Soloing is all right but it gets lonesome."

"I've got a sidecar bus that isn't busy. Why don't you take it and take the Missus for a trip? She'll enjoy it." This from the pleasant looking man.

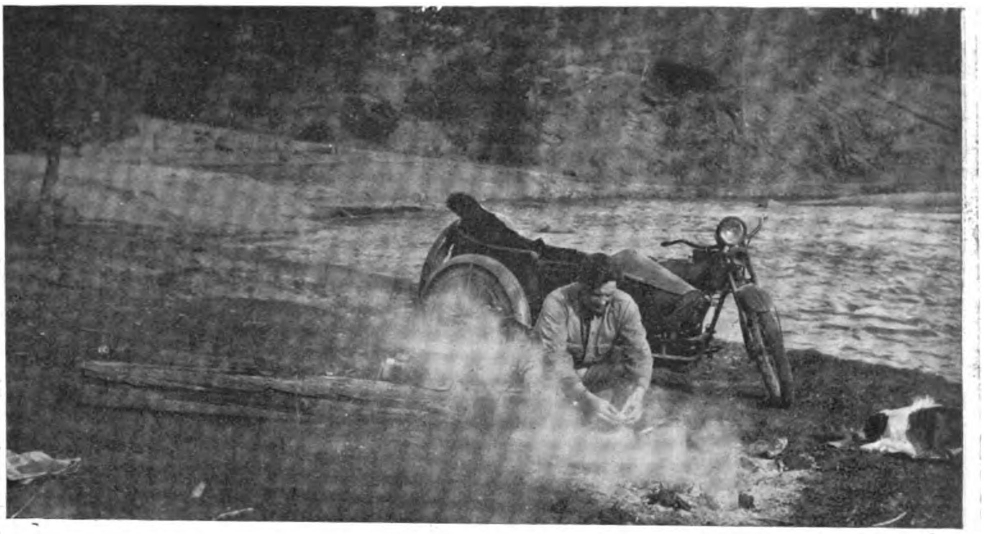
"That's a good suggestion," said Master. "If it's ready I might take it now." In a little while we went out and he got on a machine with a thing on the side in which there was a place for me and we went home.

When we got home my master and mistress talked for a long time. He seemed to be trying to persuade her to take a ride in the thing I had been riding in. I liked riding in it very much but she seemed to not want to go. I hung around and tried to tell him to take me. I wagged my tail and whined a little but he didn't seem to notice me at all. Then

A stretch of Forest Service Road in Devil's

A TOURING

B. Rose



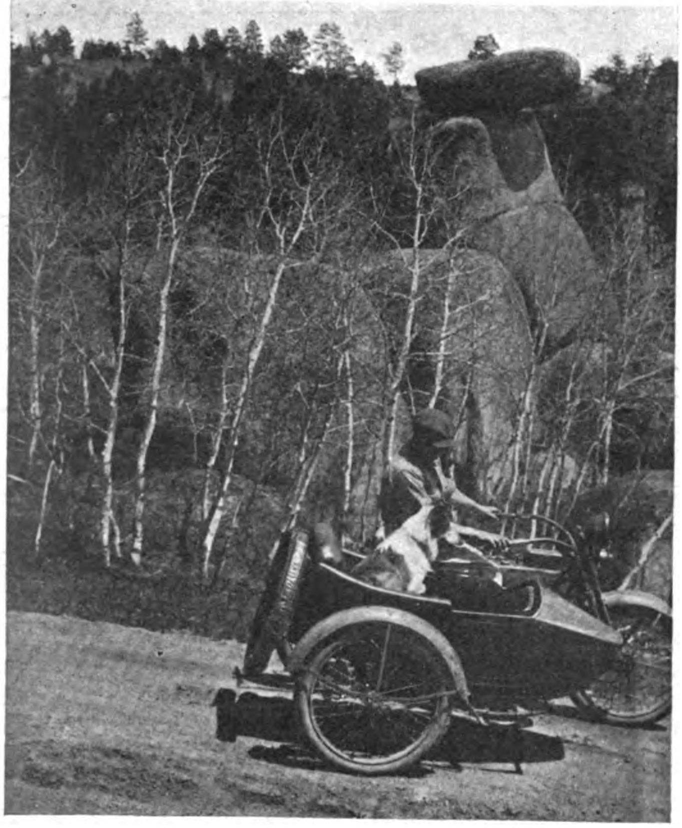
Camping on the banks of the Upper South Platte

Canyon, Colo. Devil's Head in the background

Mistress said, "Well if your bound to go today you'll just have to go alone, I have entirely too much to do." Master acted gloomy and sore for a moment after she said that and then he noticed how I was trying to tell him that I would be glad to go with him. "Well Bets," he said. "I guess I'll have to take you. What do you say about it?" I barked twice and jumped up on him and by that he knew that I was anxious to go. I really believe there are times when my master understands dog language. After this he went out to the motorcycle and packed it with some pans and blankets and a box in which I smelled food. He fixed a place for me to ride on top of all the other things and in a little while we started out the driveway just as I had seen him do so many times when he went alone. Only this time he had the sidecar, as he called it, and I was with him. For a little distance we went slowly while we were passing through the town but in a little while we turned a corner and there were no houses for a long ways and the road was straight and smooth and he began to go faster. Up to this time I had been laying down but when the wind began to blow hard on my face I got up and stuck out my nose as though I were running only I was standing still. It was very much like running though. The posts along the road flashed by and we passed one house after another and I felt the wind rushing by me. It was very exciting and I barked a little and I think my master was excited a little too for he laughed. I can see now why it is he goes away on the motorcycle so often.

All this time we had been going through open country but we could see the mountains away off across a wide valley and I was wondering if we would ever get to them when we came to another little town and we turned and went straight for them after leaving there. The road was rough and bumpy from here on and I had all I could do to stay in the side car but I didn't jump out again, you bet. On this road we went up hill most of the time and didn't go very fast. As we came nearer the mountains which we could see all the time, I began to get the smells of trees and other smells were strong too. Smells came to me strong here that had been only faint and far off at home. Suddenly after winding around through heavy brush for a time we came to the very foot of the mountains. The road got very steep here and wound up through a narrow crack in the hill. On my side of the road was a rock wall that extended up as high as I could see and on Master's side was a deep gulch with a little stream of water in the bottom. There were trees in the gulch but there was no room for trees on the wall on my side. The road was very narrow and once we met a wagon drawn by two horses we had to back the motorcycle into a notch in the rock wall.

After a long time we came to the top of the hill and we started down again into a narrow valley. The timber was thick here and little wild things ran here and there among the trees. Some of these little thinks went so fast that I could scarcely see them but I knew they were there and where they went by the smells. We passed a house in the valley and then started up hill again. After what seemed hours to me and when we had crossed several ranges of hills in this way we came to a high point and straight down below us was a river. Although we were straight above it and it was wide and rushing as we could see by the foam on the water, there was no sound came up to us we were so high. Master stood for a long time and looked down at the water and at the mountains



At the Balanced Rock, upper Jarr Canyon, Colo.

beyond the valley. "It's the Platte River, Betsy," he said. "I'd like to get a picture but I'm afraid it's too late. The sun is getting pretty low and anyway we'll see more of the Platte in the next day or two."

From here on we went down hill a long time. I was thirsty and kept looking around every curve for the river so that I could get a drink but it seemed we would never get down that hill. The road seemed to be nothing but a lot of loops and curves with no end and we whirled down through them so fast that I got dizzy and had almost given up hope of getting that drink when we suddenly rolled out onto a bridge and there was the water rolling and surging below us. We got out of the motorcycle and I went down at the end of the bridge and got a drink of the cold water. There is something compelling about water to me. I love it. I like to jump in and feel the ground float away beneath me and feel the water rushing past my sides. I wanted to go in the water here and looked up at master standing on the bridge to see if he would care but he shook his head. "Nothing doing, ol' girl," he said. "You'd get our blankets all wet and besides it will soon be getting cold. Better wait 'till mornin'."

From the bridge the road follows the river upstream a long ways. Now and then the water is so close that the wheels of the motorcycle almost splash in it and then again we were far above it. It was a winding road with sudden little hills and curves. Then too there were places where we passed through long stretches of grass along the river where cows were feeding but all the time we were in a big valley and on each side of the river and the road I could look up and see the big rocky hills reaching almost to the sky. It was beginning to get dark in the valley, but the sun was still shining on these high hills. I was beginning to get hungry too and began to smell around the box that had the food in it, and I guess Master saw me, for in a moment he turned off the road onto a little level, grassy place by the river. "Good enough place for a camp, Betsy. Plenty of water, nice pile of dry drift wood for fuel, good dry place to flop if it don't rain," he said. He spread a blanket on the ground for me to lie on and then he built a fire with wood from the pile of drift wood and in just no time at all I could smell the food cooking. After we had eaten all we wanted Master piled some more wood on the fire. It was getting dark by now and the light of the fire made big moving shadows that looked like live things on the side of the hills. We sat for a long time by the fire, listening to the roar of the river. Master was very still and sat smoking and gazing into the fire and I looked into the fire too and then when it got very dark and all the stars came out and a cold wind began to blow down the river, he got more bedding out of the sidecar and fixed a bed for us.

In the morning Master did a queer thing. He is always pulling funny stunts and doing things that nobody else would ever think of; but this is the worst he ever did. He took off his clothes and jumped right out into the river. The air was cold and the water was colder but he lay down and rolled in the water and splashed it all over himself. Then he got out on the bank and ran up and down and slapped himself and swung his arms and jumped, after which he put on his clothes. "Hot dawg, Betsy, 't makes me feel like a boy again," he said but I didn't think hot dog at all because I had gone in the water too and now I was nearly frozen. I guess I looked cold because Master covered me up with the blanket by the fire where I stayed until he had breakfast ready.

The sun was just peeping over the hills when we put all the things in the sidecar and started up the river again. The road twists and turns a great deal in this section of the valley and it kept me busy trying to see where we would go next. We crossed the river several times on old rickety bridges that rattled as the machine and sidecar went over. After going a long time in this way we stopped and left the motorcycle and climbed up from the road through the trees to a high point. We could see about everything there is in the world from here and stayed there a long time. When we got back to the machine we fixed a fire and had something to eat and then started back.

I had no idea that we had come so far as we had. It took us a long time to get back to the little town and it was almost dark when we got back to our camp of the night before. We didn't stop long here as Master said he wanted to get out of the hills before it got too late. Even then it was pitch dark and he had to turn on the light before we got across the first range of hills. The stars didn't come out as they had done the night before and I could tell by the smells in the air that it would rain. Before we began to climb out of the first valley it began to lightning and we were not more than half way up the steep grade of the second range of hills when big drops of rain began to fall. It looked as though we were in for a good soaking when the light from

(*Continued on page 36*)

One of the Pyramid-like mountains that line the upper Platte

From Boston *to the* Rally

By L. D. Richards

BOSTON TO ROCHESTER

Cities and Towns—	Intermediate Mileage	Total Mileage
BOSTON	00	00
Fitchburg	46.9	46.9
Gardner	11.8	58.7
Athol	15.7	74.4
Millers Falls	15.5	89.9
Turners Falls	7.4	96.3
Greenfield	3.2	99.5
North Adams	36.4	135.9
Troy	45.0	180.9
Schenectady	16.0	196.9
Amsterdam	15.0	211.9
Fonda	26.4	238.3
Utica	53.0	291.3
Syracuse	50.5	341.8
ROCHESTER	88.2	430.0

FOR the tourist, bound from Boston to Rochester for the coming rally, two good routes are open as far West as the Hudson River. The first, via Worcester and Springfield, offers good roads, easy to find, and probably the best opportunity for "making time." Aside from that, it has little to recommend it in the way of exceptional scenery.

The optional route takes the tourist over the famous Mohawk Trail, a bit of riding between Greenfield and North Adams which annually attracts thousands of sightseers from all parts of the country. This route is by far the best of the two. It adds no mileage to the trip, perhaps even shortening it. Traffic is lighter. The roads are excellent with the possible exception of a stretch of about five miles where the rider crosses the southwest corner of Vermont, leaving Massachusetts on one side and entering New York on the other. Worcester riders, headed in the same direction, can take advantage of the same opportunity to view the Mohawk Trail by making Greenfield their first objective after leaving home.

Leaving Boston, there is a choice of several minor routes to Fitchburg. Which of these is used will depend largely on the particular locality in town from which the start is made. The distance to Fitchburg is 47 miles. Next on the ride is Greenfield, an even 50 miles further. This part of the route leads through several nationally known manufacturing centers such as Athol, Turner's Falls and Miller's Falls, which by reason of abundant waterpower, promise to play a big part in the future industrial of New England.

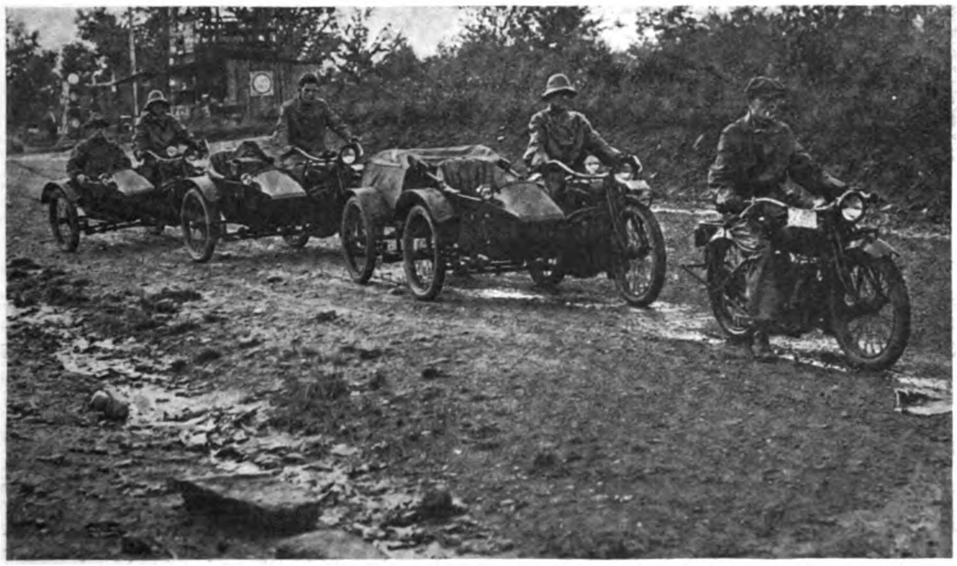
The Mohawk Trail

From Greenfield to North Adams the road takes its name from the trail made by the Mohawk Indians through the heart of the Berkshire Hills. A western traveler, proud of the granduer of the Rockies, is said to have turned green with envy when an eastern friend he was visiting took him for a Sunday jaunt over this 36 miles of beautiful country.

Souvenir venders haunt every vantage point along the highway and several lookout towers have been built to enable the tourist to command a better view of particularly attractive bits of landscape. At one point the road crosses high above the Hoosac tunnel, the longest railroad tunnel on the American continent.

Where You Get A Clean Collar

Leaving North Adams, the rider heads for Williamstown and Pownal, still on excellent road until the Vermont border is crossed. Then follows about five miles of fair dirt into North Pownal and North Petersburg and the new state highway to Troy, N. Y., home of shirt and collar factories and old cobblestone streets, a distance of 45 miles from North Adams or a total of 178 miles from Boston. Time for a good wash and a night's sleep with 240 miles to go before Rochester is reached.



Top of Jacob's Ladder, the highest point in the Berkshire Mountains

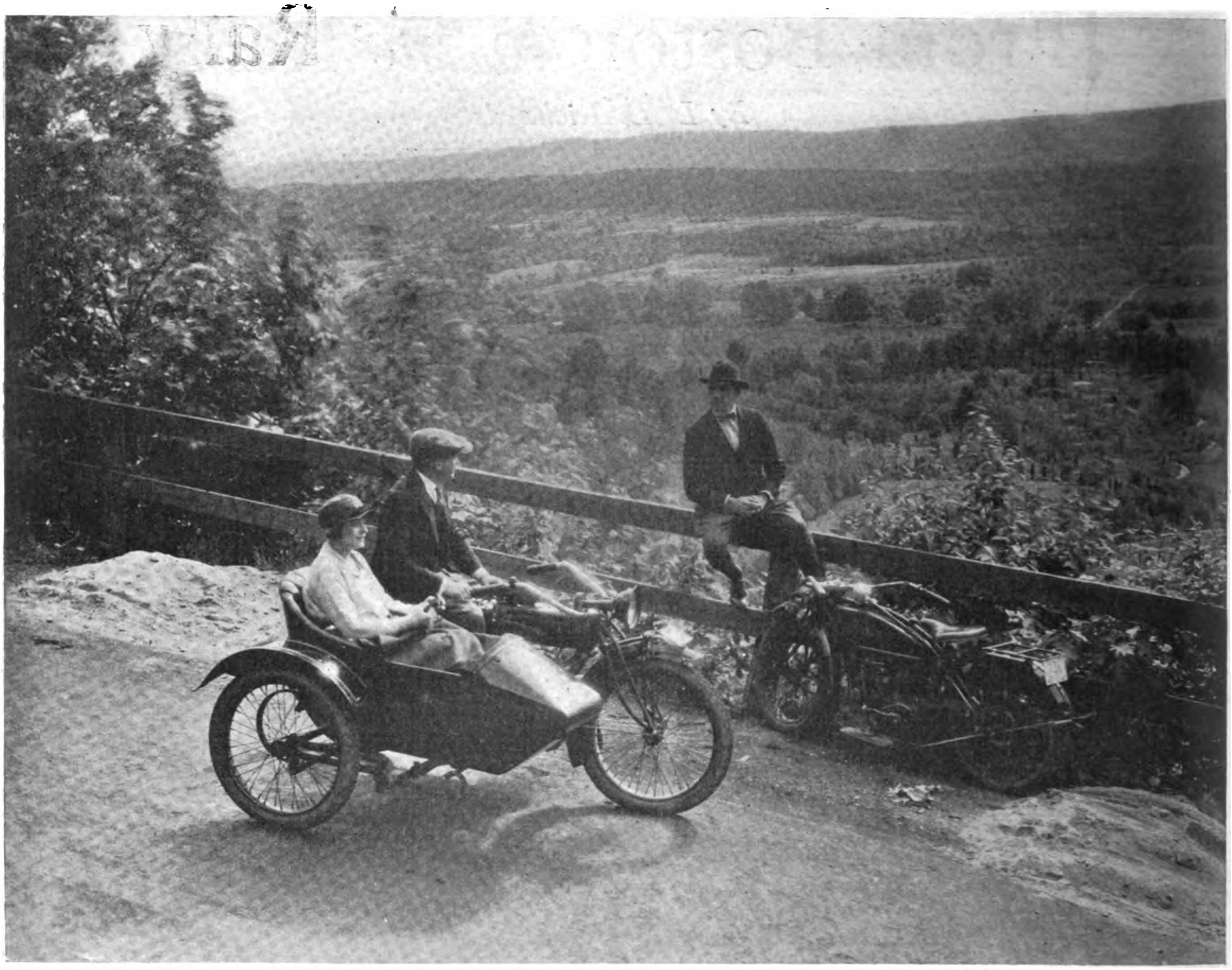
From Troy the best route is by way of Schenectady. The Hudson river is crossed at a point close by where the old Erie Canal had its original Eastern terminal. "Clinton's Big Ditch" as the famous waterway was called in the days of a century ago has been enlarged and improved to accommodate modern traffic. It connects Troy with Lake Erie at Buffalo and forms a 363 mile link in the all-water transportation of freight from the great producing regions around the Great Lakes to manufacturers and consumers in the East. The canal has been tremendously successful and has contributed largely to the development of the country through which the Rochester bound traveler passes. It will be seen at frequent intervals and crossed a number of times on the way across New York state. In a number of places new concrete locks and retaining walls have been built beside the old wooden ones. Steam and electric winches supplant the old donkey power used to haul barges.

They Need The Money

From the Hudson river west the roads are well patrolled by state troopers and most of the towns have well equipped motorcycle police squads. These enforcers of the "law horrible" compete with the villages in need of funds for new roads, etc., in the gay pastime of collecting fines from unwary motorists. Speeds above 30 miles per hour are possible but hazardous and some of the small but ambitious rural centers have been known to wage highly profitable "anti-speed" campaigns during the summer months. They adopt the tactics of the old time western road agents and hold court by the roadside without undue waste of time in making the desired collections.

An Ancient Battleground

Schenectady passed, next comes Amsterdam and Fonda with Utica and the scene of the bloody battle of Oriskany still 53 miles in the distance. The road lies through the Mohawk valley which was the objective of the force of English and Indians who advanced from Canada in August 1777 in an attempt to conquer this territory and unite with Burgoyne. St. Leger, the leader of the invading forces was defeated by General Herkimer and the farmers of the valley



On the Mohawk Trail

who stood their enemy off at a spot now marked by a tall monument about eight miles west of Utica. The battle was one of the decisive engagements of the Revolutinary War.

Working Up a Thirst

The next leg of the journey brings the rider into the great salt producing region surrounding Syracuse. The early growth of Syracuse was due to the extensive development of this industry. The salt is obtained from underground deposits of rock salt by means of wells and shafts. The brine from these wells is pumped onto flat open spaces where the salt crystalizes as the water evaporates. In the manufacturing process which follows, this raw product is turned into soda ash, bicarbonate of soda and other products. An interesting side trip can be made to the Solvay Process plants near Syracuse.

Syracuse to Rochester forms the last leg of the trip. The roads are excellent and the 88 miles of riding between these two cities can be done in little over three hours without exceptional effort. This part of New York State has long been an important apple producing section of the country. The fruit grown here is without doubt the finest flavored of its kind. Under the stimulus of increasing competition from Washington and Oregon the fruit growers have greatly improved their methods. Mile after mile of highly cultivated orchard is passed and the owners of the lands have an exceptional atmosphere of prosperity. Hardly a farmhouse is without its electric lights, running water and other up to date conveniences.

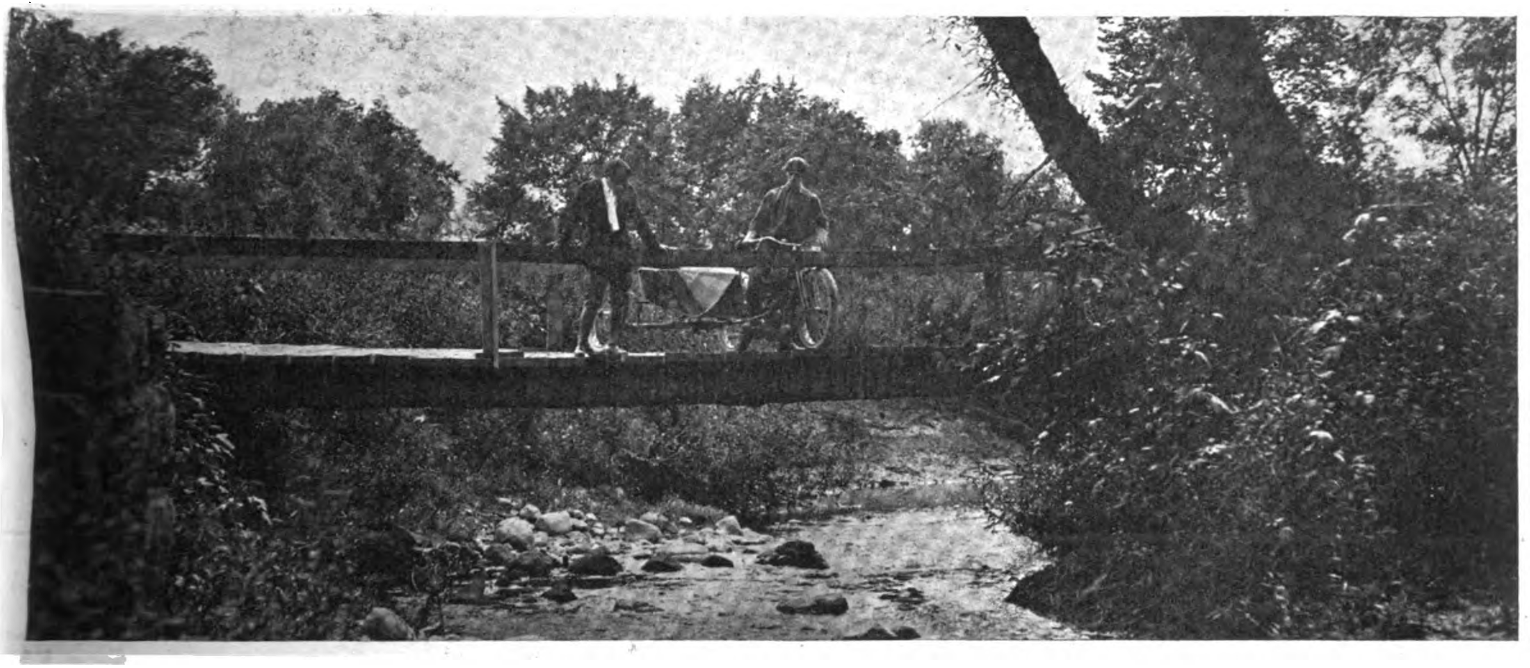
On the whole the entire trip, both going and coming, is an ideal tour, with the rally as an added incentive. The total cost should not be more than $40 for two people, since those in charge of arrangements at Rochester have made it possible for tourists to get accommodations at a minimum expense.

BETSY GOES A-TOURING

(*Continued from page* 34)

made of logs. We pulled up in front of it and found that it was deserted, so Master rode the motorcycle right in the door. We had no more than gotten inside when the storm broke and the rain began to come down in sheets. I was scared at the thunder but Master paid no attention to it and went ahead building a fire in a stone fireplace at one end of the single room. Then he cooked the bacon we had left and divided it and part of a loaf of bread with me and we rolled up in the blankets on the floor and went to sleep. It rained nearly all night but when Master awoke in the morning it had quit and the sun was shining good and hot and as we had nothing to cook for breakfast we had to hurry for home. At that we nearly starved when we got there as the cabin where we had stayed was a long ways from home and we hadn't any too much to eat the night before.

And that is the story of my first motorcycle tour. Master says motorcycling is the greatest sport in the world and I agree with him. I am wondering if he will ever take me with him again on another trip.



Scenes like this are an every-day experience for the motorcycle tourist

Chicago to Rochester *and* Return

Some Suggestions for Tourists to the National Rally—the Best Route—What to Wear—Things to See Along the Way

By Wallace Stuart

JUDGING by the amount of enthusiasm displayed among motorcycle riders throughout Wisconsin, Michigan, Illinois, Indiana and Ohio, that section is going to be very well represented at the National Motorcycle Rally in Rochester, July 31, August 1-2-3.

For those in the Chicago district or any towns along the various trunk lines leading from Chicago to Rochester the best route to follow will be from Chicago to South Bend and Ligonier, Indiana, over the Lincoln Highway. From that point it will be advisable to take the Toledo-Chicago pike to Toledo, Ohio, via Bryan, thence over the Dixie Highway to Cleveland, Ohio, and to Erie, Pennsylvania, from which point the Lake Shore road can be followed to Buffalo. Rochester is seventy-one miles from Buffalo over splendid New York State highways, which are well posted, making it almost impossible for tourists to lose their way. In fact, the entire route mentioned above is so well posted that no one need worry about getting lost.

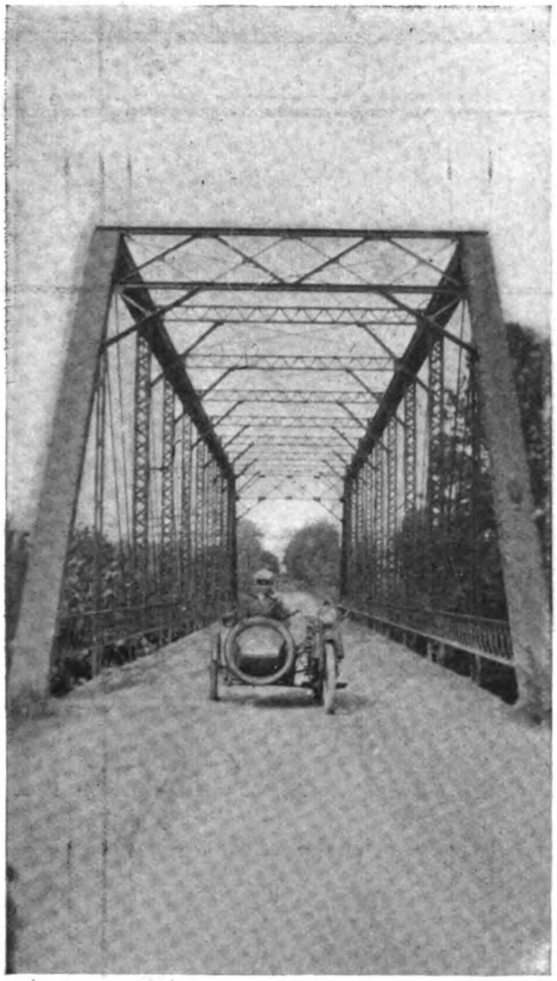
A stop for refreshments at the village pump

WALLACE STUART, the writer of this article, is a veteran Motorcycle Tourist. His suggestions, based on the experience gained by many tours over the route from Chicago to Rochester, are published for the benefit of other riders who may be making the trip for the first time. Don't overlook his hint about a boat trip, part of the way, or a return trip through Canada. Also take note of what he says about the economy of making night stops in the smaller towns where hotel rates are lower and accommodations and food, as a rule, are better.

The road conditions for the entire distance are good, practically all of them are improved and they embrace every type of paved road used in this country from brick to waterbound macadam. Owing to the fact that road improvement has been given considerable impetus this year, tourists will encounter a number of detours which, however, are well posted by the various state highway commissioners, and at this time of year the roads are in the best of condition. Detours should cause no worry. Only in case of rain will the tourist encounter any troubles in the detours, but the Almanac man says we will have a clear, dry spell during the week the rally will be held.

For the ordinary rider, at that time of the year, an average of 200 miles a day can be easily maintained, for the days are long, and with an early start each morning it will not be necessary to ride exceptionally fast. The tourists will be able to maintain a comfortable rate of speed and be able to see the country as they go along, making various stops in the larger cities so as to take in the points of interest.

The trip from Chicago to Rochester should be of interest from a scenic standpoint, especially after leaving Erie, when the rolling hills of New York State will be encountered which are of more than passing interest to the middle westerner, who is used to the comparatively level country. From Toledo to Buffalo, prac-



One end of this bridge is in Indiana, the other in Ohio

tically the entire route is along the shore of Lake Erie, offering many sights of more than unusual interest.

Boat Ride Will Save Time

For those who desire to break the trip by a trip over water, the alternative of shipping their machines across Lake Erie by boat is offered. Connection can be made with the boats from Cleveland, which leave there about eight o'clock in the evening, and arrive at Buffalo at nine o'clock the next morning. The boat ride will give one an opportunity to spend a restful night on the water, and also save a couple of hundred miles riding on the road, all of which will cut down the trip by at least two days, for if a person rides the entire distance over the road it will be necessary for him to stop overnight at various places. With that fact in mind, the cost of such a trip is reasonable, considering the accommodations offered. By taking the boat those who cannot stay away from business for more than a week will be able to save considerable time.

Arriving in Buffalo, a side trip can be made to Niagara Falls, over the Niagara Boulevard, which will not take very much time, owing to the fact that the Falls are but twenty miles from Buffalo. Those who have not seen Niagara Falls, should take advantage of the chance. The Falls can also be viewed from the Canadian side.

SOME of the things you will need on a motorcycle tour:

A good coverall suit of waterproof material.

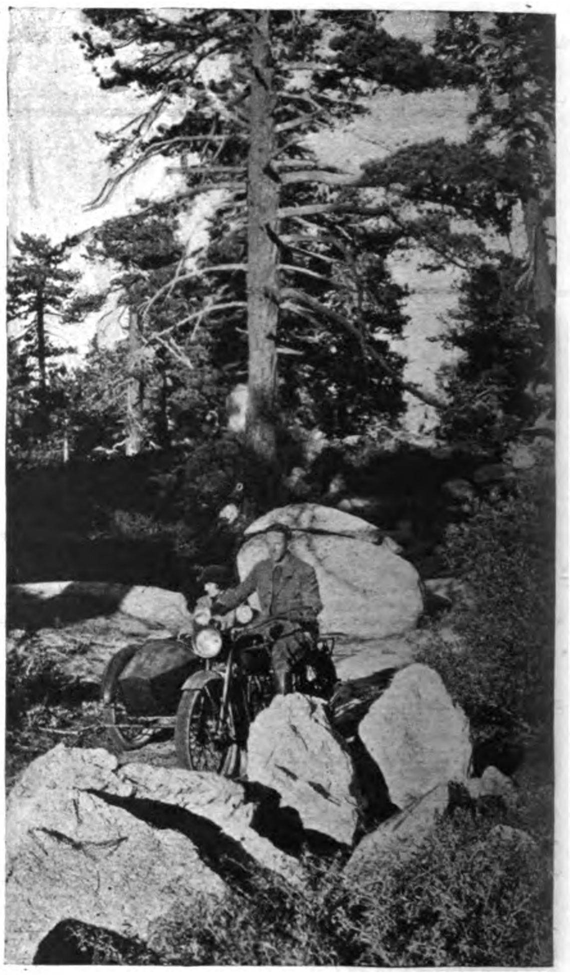
A good neat riding suit.

Strong and serviceable Goggles, Puttees, **Riding Gloves and Riding Helmet.**

Extra inner tubes, patches and tape.

A good Flashlight, Spark Plugs, Chain Links, an assortment of bolts and nuts and some wire.

A full set of tools as supplied by the maker of your machine.



Mountain road touring is no Boulevard jaunt.

In making a trip of any kind, it is more

The Roadside Camp is one of the joys of Motorcycle Touring

enjoyable to return over a different route and those coming from the west got to Canada at Niagara Falls, thence by way of London and Hamilton to Windsor, Ontario, where the ferry can be taken to Detroit. From Detroit to Chicago, various routes are offered, every one of them being of more than passing interest and over good roads.

Camp Along the Way

In the months of July and August, nothing is more enjoyable when touring, than to camp out. Various municipalities now have tourist parks with free camping sites which the tourists can take advantage of. As for the necessary equipment, it is merely a matter of taste as to whether a person would want to take an ordinary pup tent or a larger outfit. Naturally blankets and such have to be taken.

Cloud scenery incidental to a tour by sidecar on Santa Catalina Island

Small Towns Cost Less

By stopping over in the smaller towns, as well as eating in restaurants, an appreciable saving can be made, for the rates are far more reasonable than in the larger cities and the accommodation offered is in most cases superior, due to the fact that the small town hotel is run as a family proposition and home cooked food is served. In such places there are always sheds or private garages where the motorcycles can be kept without additional charge, and in other ways money will be saved.

Start Out Right

Look over your machine before starting. See that your headlights are all right, the horn in good voice, the saddle comfortable and the tires not likely to give out before you get home.

Of course on any long journey, it is necessary to have the machine properly equipped. Tires, chains, motors, in fact, every part should be put in first class condition, or replaced with new equipment. For protection against the elements, nothing is more satisfactory than a coverall suit of waterproof material, which can be used for protection against dust, rain or cold. Goggles and gloves and puttees should always be worn, and while riding a helmet is preferable to a cap. The cap can be carried in a person's pocket or in the sidecar and can be worn when not riding on the machine.

The carrying of a sidecar passenger should be considered, and an accessory that is both practical and simple is a windshield which protects in all kinds of weather. A good serviceable riding suit is wisdom and other necessary clothing will suggest itself, and should be based on the length of the time the trip will consume. Some tourists find it advisable to ship their bags containing their regular clothes ahead by express or parcel post. This is a good stunt, especially for solo riders for there are no very good facilities for carrying very much luggage on a solo machine.

Quick Repair Equipment

Owing to the fact that the leading machines are represented in almost every fair sized town or city throughout the country it is not necessary for the tourists to carry a very large supply of extras outside of those things which can be used in roadside repairs. Extra tubes, chain links, spark plugs, patches, some wire, some tape, an assortment of nuts and bolts with a full set of tools as furnished by the manufacturers of the machine, is all that is necessary. These things do not take up much room and can be carried very conveniently.

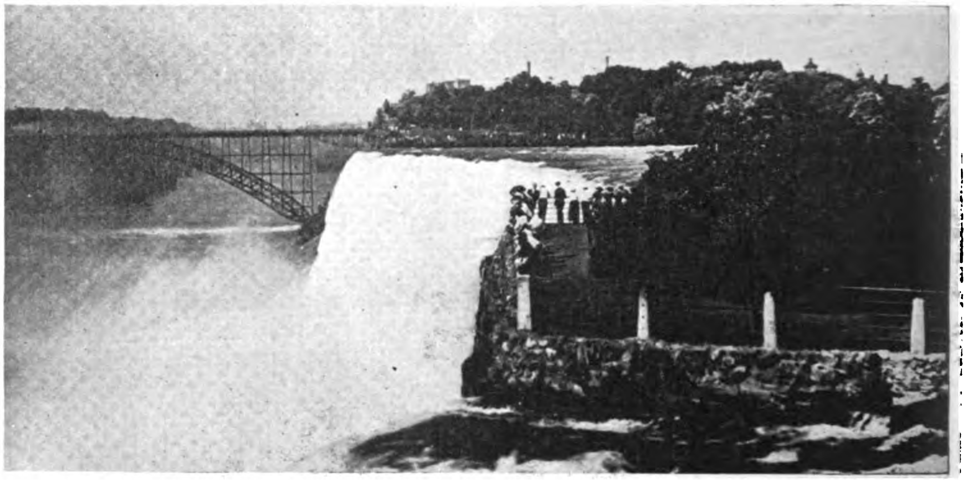
The suggestions made here are basic in their nature and if thought be given them, will naturally suggest the smaller details.

See Niagara Falls *on* Rally Tour

MANY motorcyclists who intend to participate in the national mortorcycle rally at Rochester, N. Y., will plan to see Niagara Falls, one of the seven wonders of the world. Those from west of Buffalo which is but a few miles from the Falls will stop either going or coming, while those from east of Rochester can make a side trip.

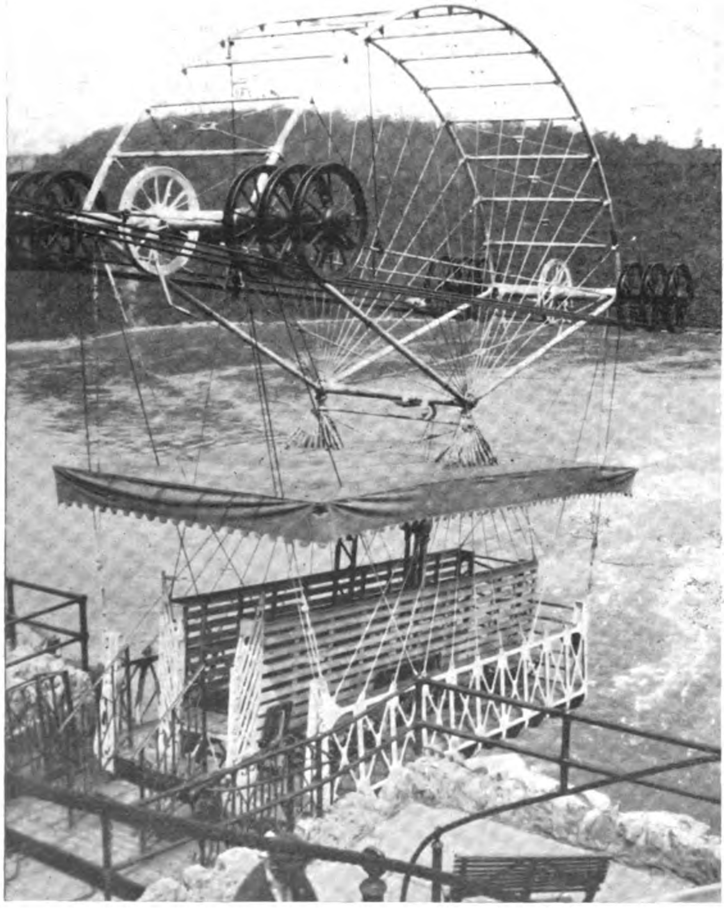
The drainage of the Great Lakes west of Ontario, flowing down the Niagara River over a rocky bed, at length descends 40 feet in half a mile. At the rapids thus caused the river becomes a broad and turbulent flood. Divided by Goat Island, it plunges into two mighty falls to the abyss below. On the east side is the American Fall, 167 feet, and on the west side the Canadian or Horseshoe Fall, 158 feet, in perpendicular height. Electric power generated by means of the falls is distributed to various points.

A steamer, rightfully named, Maid of the Mist, takes spectators on a thrilling ride almost to the falls. Another wonderful view is obtained on the Gorge Route railways. At the Cave of the Winds one can also obtain a breath-taking view of the Falls.



The American Falls from Sister Islands

You can see Niagara Falls, fairly well, for nothing. By spending 10 cents, one can cross and recross the upper arch bridge, and can walk through the Government reserves on both sides of the river. On the American side 50 cents pays for the round trip of the Goat Island group and 10 cents more pays for the use of the Prospect Park elevator, to the foot of the Falls. The Great Gorge route, most famous of all trips in the vicinity, and one of the finest scenic tours anywhere to be found, costs $1.16. A drive to Prospect Point, Goat Island, Luna Island, Three Sister Islands, Cave of the Winds, etc., covering the entire State reservation, with stops at all points of interest of at least ten minutes, and then the Gorge ride



The aerial trolley that takes you across the Niagara whirlpool

Niagara River below the Falls

of twenty-two miles around and through the Gorge, costs $1.66.

The Queen Victoria Niagara Falls Park consists of 196 acres, with some 500 acres more at various places along the river, under Government control and care. The New York State Reserve includes about 412 acres. These parks are visited by about 2,000,000 persons annually.

Niagara Falls is 86 miles from Rochester all on improved roads.

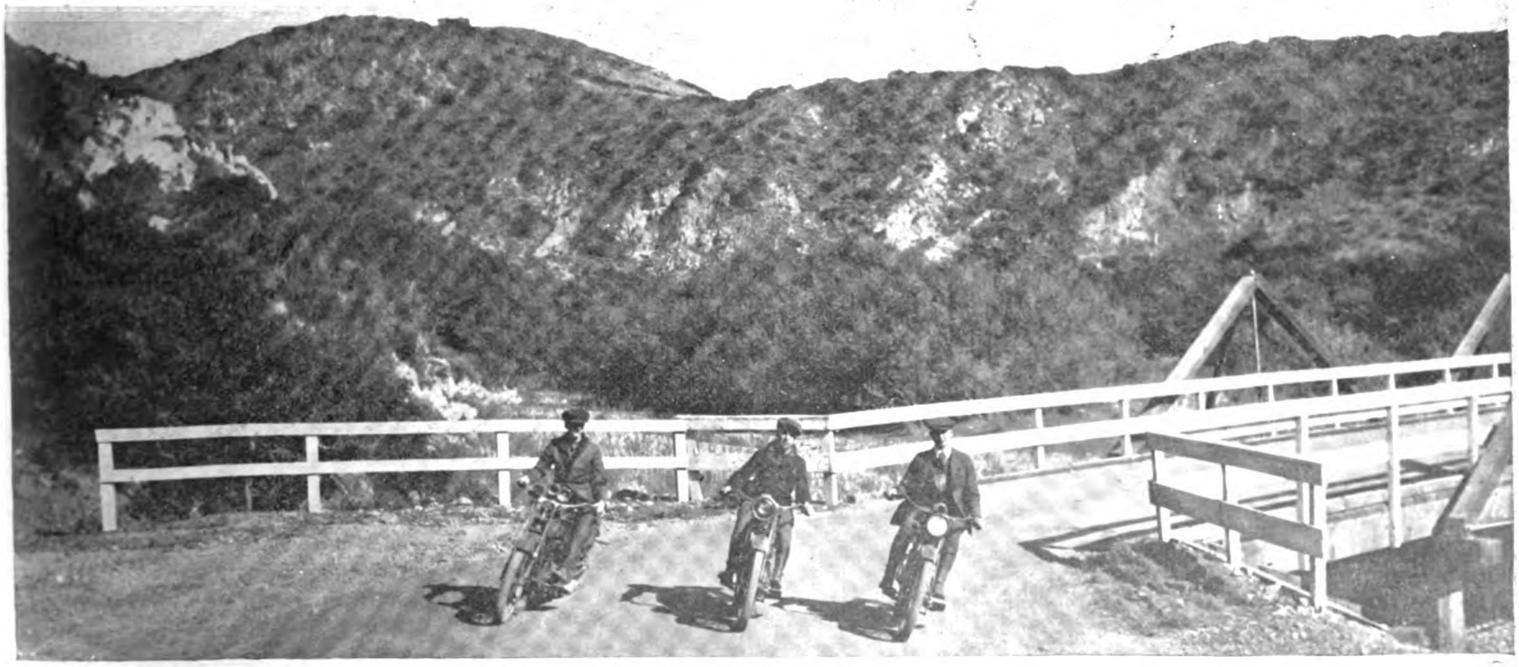
EASY FOR WESTERNERS

Seeing Niagara is right on the route of the Western tourists to the Rochester Rally. Most of them will come by the way of Buffalo, and it is just as easy to go from Buffalo to Rochester by way of Niagara as it is to go the other way.

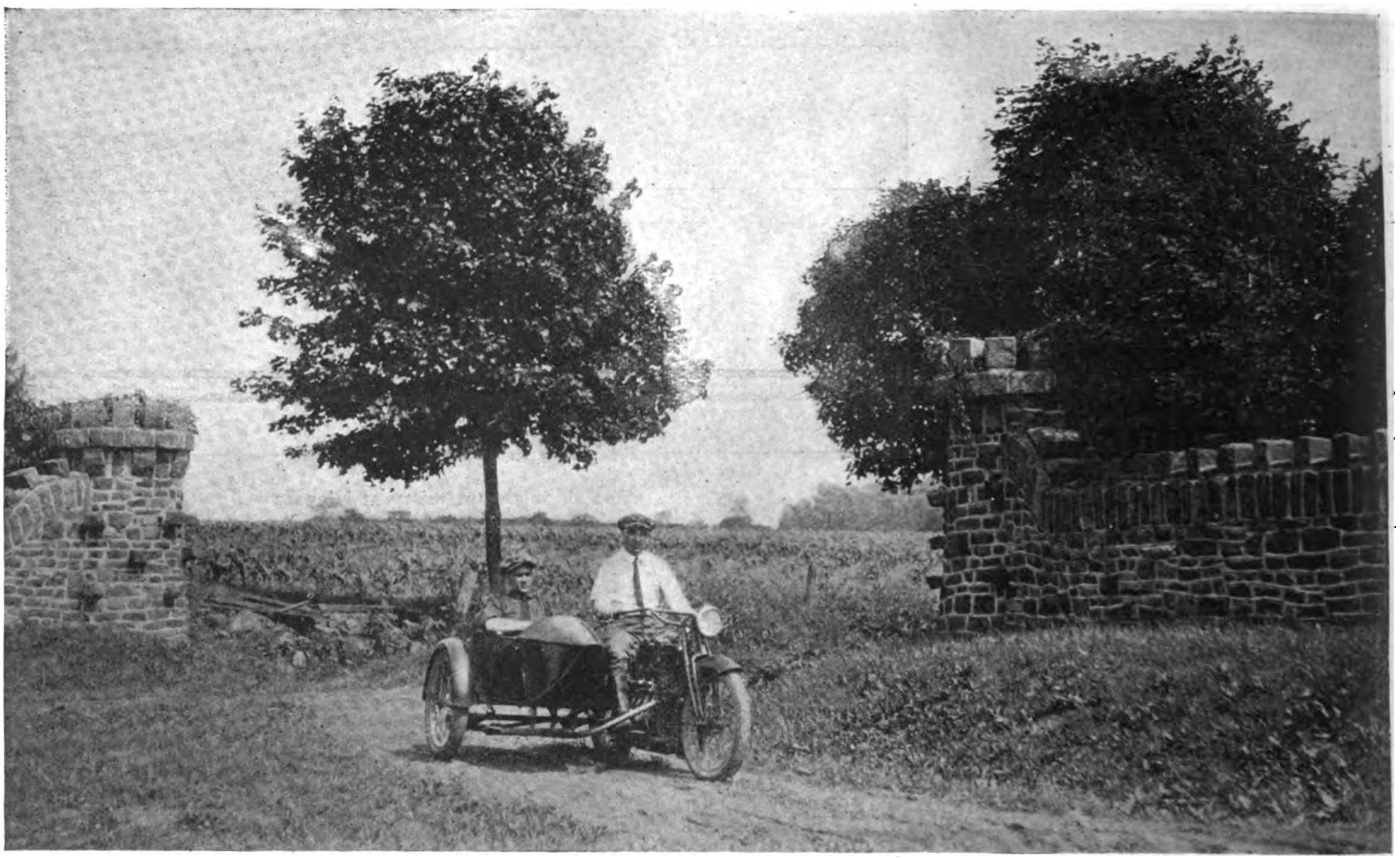
The air is always misty at Niagara

The old State House at Philadelphia, Pa.

Some Michigan Tourists parked in a grove near Toledo, Ohio



Oh, boy! This is the life! The scene is on the Malibu Seacoast Highway of southern California



There is a touch of feudal grandeur in the entrance gate of an estate near Quakertown, Pa.

Prize Tour Boosts Motorcycles

Chambers of Commerce and City Officials on Route of Philadelphia Tour Hang Out the "Welcome" Signs All Along the Way

As the date approaches for the Prize Tour to Rochester under the auspices of the Motorcycle Club of Philadelphia indications point to this becoming one of the most effective means ever devised for placing motorcycles favorably in public notice. Chambers of Commerce, commercial clubs and civic organizations likewise rose to the chance to show their cities to the travelers in the most favorable light. They sent letters to Tourmaster Arthur Boyer with lists of interesting features to be seen in each locality.

A letter from the Chamber of Commerce of Doylestown, Pa., is an example. In it is a list of some of the more interesting places and objects to be seen; first place being given to Bucks County Historical Museum, which houses the finest collection of its kind in the world, containing a collection of the tools of the nation's makers valued at over a half million dollars. Located near this point is the county jail, one of the county public buildings. From the tower of the county court house in the center of the town a wonderful view can be obtained in all directions. At the Fire House are exhibits of some of the older type of firemen's equipment. The Pennsylvania State Armory is in the center of the town. Burpee's Seed Farms are about a mile west of the town, and afford a splendid exhibit of blooming flowers this time of the year, and the National Farm School is less than two miles west of Doylestown. The Soldiers' Monument, erected in memory of the soldiers and sailors of the late war, is in the Court House Park; also a monument by the members of the Legion in honor of their dead. At the junction of State and Main streets is the old monument erected to the heroes of the Civil War. The Fountain House, an old public inn, contains a very large collection of antique furniture.

Secretary Edgar W. Burchfield, of the Chamber of Commerce of Honesdale, Pa., hustled a telegram to Tourmaster Boyer as soon as he read the letter telling of the plans for the Prize Tour. His wire to the tourmaster said:

"Honesdale Chamber of Commerce welcomes Motorcycle Club of Philadelphia to Honesdale on their tour July 30-31st. In order that we may make preparations for reception and entertainment kindly telegraph estimated number of motorcycles and tourists we may expect and other necessary information. Lists of local features and points of interest will be mailed soon."

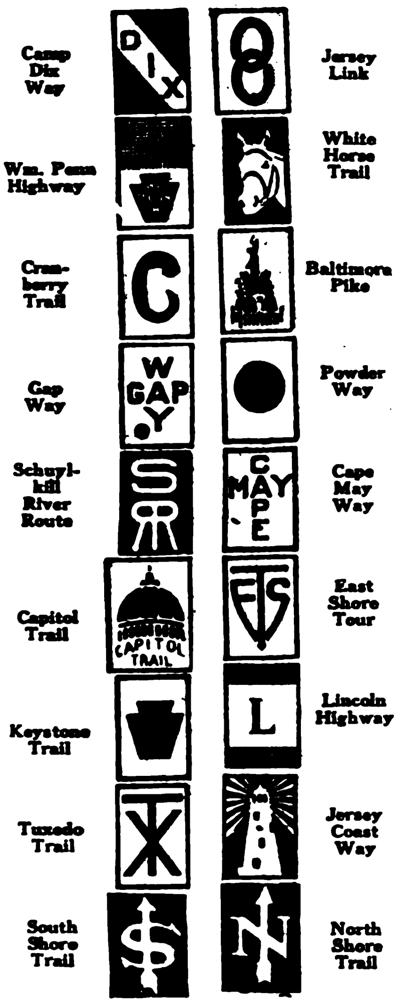
A number of other localities have also replied with equally cordial invitations, but limited space prevents reproducing their messages.

The point is, this Prize Tour idea met all along the route a response such as was never before extended to any motorcycle contestants. The publicity accruing to the motorcycle as a means of educational travel and economical recreation is enormous. This form of contest keeps in the background the features of noise and speed and dirt that arouse antagonism to the sport, and emphasizes the characteristics that appeal favorably to the general public.

TRAIL MARKINGS

THE main traveled tourist routes, especially in the East, are generally indicated by special markings on poles along the way. Thus if a tourist sets out to follow the White Horse Trail he will keep an eye out for the white horse's head, or if he is traveling over the Lincoln Highway he will watch out for the blue L on a white background with red bars above and below. Or if it is the Keystone trail he will follow the black keystone on a white background, while if it is the William Penn Highway he wishes to follow he will travel the route marked by a blue keystone on a white background with a red bar across the top and the letters "Wm. Penn H." in white on the keystone, etc.

Following are reproductions of many of the trail markings that designate New York, New Jersey, Delaware, Maryland and Pennsylvania highways.


Camp Dix Way
DIX
Jersey Link
Wm. Penn Highway
White Horse Trail
Cranberry Trail
C
Baltimore Pike
Gap Way
W GAP Y
Powder Way
Schuylkill River Route
S R
C MAY P E
Cape May Way
Capitol Trail
CAPITOL TRAIL
E S
East Shore Tour
Keystone Trail
L
Lincoln Highway
Tuxedo Trail
T X
Jersey Coast Way
South Shore Trail
S
N
North Shore Trail

F. J. Weschler and his Indian Chief and Princess sidecar outfit. Ed Buffman, who recently resigned as sales manager for the Hendee Manufacturing Company is the sidecar passenger. He will accompany "Chief" Weschler to the Rochester Rally

RESISTAL GOGGLES LOWER

STRAUSS & BUEGELEISEN of Brooklyn, N. Y., manufacturers of goggles, report unusually active demand as a result of new prices on their non-shatterable Resistal Goggles.

Price reductions were made after consultation with trade interests and an investigation by their selling force.

They confidently expect, and it is reasonable to predict, continued increased demand in direct proportion to the degrees with which the new $2, $2.50 and $5 price becomes known.

In the Adirondacks

A CLASSY FIELD

THE hill climb which will wind up the national rally at Rochester is going to be a thriller. It can't help but be with a combination of national stars among the entries and a hill that has never been conquered by anything on wheels. Among the contestants are Floyd Clymer, Orie Steele, Andy Ubelacher, Johnny Terhune, Earl Roylance, Oscar Lang, Reginald Pink, Maldwyn Jones, W. H. Tracey, Paul Anderson, Art O'Donnell, T. N. T. Terpening, Leo. Herrick, Ollie Barber, Harry Immell, William Lang, and half a dozen others.

Wilmington Gap in the Adirondacks

What Motorcycle Clubs *and* Riders Are Doing

SAN FRANCISCO CLUB RUN

San Francisco—The San Francisco Motorcycle Club had a good run to Gureneyville on the third Sunday in the month. There was a large representation, and boating and swimming in the Russian River combined with good "eats" made the outing particularly enjoyable.

RIDERS REINSTATED

Chicago—The following riders petitioned for reinstatement to full registration privileges with the M. & A. T. A.: William Burman, Sr., William Burman, Jr., Lawrence Burman and Harold Burman. On a majority vote of the Competition Committee they have been reinstated and are eligible to compete in sanctioned M. & A. T. A. activities.

GOLDEN GATE ELECTION

San Francisco—The Golden Gate Motorcycle Club, San Francisco, held its annual election a few days ago and most of the officers were re-elected. They are: President, H. Winthrop; vice-president, Harry Kern; secretary, H. Huber; treasurer, Ed. Cuzzins; sergeant-at-arms, Joe Goldberg; solo captain, Ed. Cuzzins; side-car captain, Dan Haley. In addition to the foregoing officers the Board of Directors consists of Robert J. Eirick, Hap Alzina and John H. Baumgardner.

THREE MAKING EYES AT RECORD

Los Angeles, Cal—It is rumored that Roy Artley, Ace; Walter Hadfield, Harley-Davidson, and Wells Bennett, Henderson-de Luxe, are all hoping to make a new three-flag record in the near future. On this point Olcott Cummins said: "When the present three-flag record was made the Oregon roads were not in good shape. Since then they have been paved, making it possible for a rider to cut down the record by three to five hours. It is understood that Artley, Hadfield and Bennett would all like to be first to do this, but they will have to do it on their 'own' now, as the factories are not backing road racing.'

NEW MILE TRACK

Reading, Pa.—Pottstown's position as the only one-mile track in Eastern Pennsylvania for motorcycle racing is threatened by Linglestown, a small town near Harrisburg, the state capital. Linglestown has a fair grounds and has leased 40 acres of additional land, for the construction of a one-mile track. The engineering survey has already started and the track is to be completed by the end of August. W. H. Hershey is president of the Linglestown Fair and B. H. Engle, K. L. Massick and P. H. Lutz are the track building committee. The fair will be on August 29-31. The Harrisburg Motorcycle Club will hold races that week on the new course.

WAGE WAR ON OPEN MUFFLERS

San Francisco—Something big is being planned for the 3d and 4th of September to take the place of the annual motorcycle watermellon feed at Modesto, Cal. The Golden Gate Motorcycle Club has appointed a committee which is sending out letters to all the other northern California motorcycle clubs, in order that they may co-operate in a grand run to Sacramento for a conference, as well as for motorcycle polo, racing, baseball, and last, but not least, a satisfying watermellon feed. The conference will be for the good of the motorcycle industry in general. It will aim to stop open mufflers, reckless driving and so forth. The committee is composed of Tennant Lee, C. E. Oberg of the Pacific Motor Supply Co., H. Huber and Hap Alzina of the same firm, and Robert J. Eirick of the Firestone Tire & Rubber Co. Mr. Oberg states that it is hoped to have an attendance of several hundred riders.

MOTORCYCLE RACES AT SPRINGFIELD

Springfield, Mass.—The American Legion at Springfield, Mass., are planning to stage motorcycle races at the Eastern States Exposition track on Saturday, August 19. The track at the Exposition grounds is conceded to be one of the finest and fastest half-mile tracks in the East, and some lively competition and fast time may be expected. The program has not been definitely formulated as yet, but it is planned to have 5 and 10-mile solo, Massachusetts State championships and the same events in the sidecar class. There will be an open amateur event and a two-mile race for bicycle riders under 18 years of age. Gene Walker has promised to be on hand, and negotiations are under way with several other riders of national prominence. The races will be held under M. & A. T. A. sanction, and entry blanks can be obtained from Victor Gagnon, Commander American Legion, 121 State street, Springfield, Mass.

Jes Campbell acting as master of ceremonies at the Harley-Davidsan picnic at Hulmeville, Pa.

PA. CHAMP RACES AT POTTSTOWN

Reading, Pa.—Preparations are under way for the greatest motorcycle races ever held in the East at Pottstown, Pa., on Labor Day, under the auspices of the Pottstown Automobile Assn. The entire meet, however, will be under the supervision of Armour Anderson, who promises the motorcycle riders of the East that they will see the best collection of stars that they ever saw. There are over $1,500 for prizes, and guarantees which shows that the promoters mean business. This is the biggest prize list that was ever offered at Pottstown, and should draw the crack riders there. The promoters realize that the local professionals do not have a chance with the factory riders, so they will have an event just for them. The schedule of races follows: 10-mile open Prof.; 10-mile local Prof.; 1-mile time trial; 25-mile Pa. State Championship race for sidecars; 10-mile amateur, and a 25-mile Pa. State Championship race for solos. This last race will be a sweepstakes race so as to give them all a chance. The Pottstown track has just been treated with 35 tons of calcium chloride, and is in perfect condition, and the promoters look for the track record to be broken. No expense will be spared to get the crack riders, and all the committee needs is the weather man to be on the job. All riders interested write at once to Armour Anderson, R. F. D. No. 1, Reading, Pa. All riders entering the meet when arriving at Pottstown may take their machines to the Reliance Garage, 115 High street, where the machines will be taken care of by the Association.

SANCTIONS ISSUED

ENDURANCE RUNS

July 30—Motorcycle Club of Philadelphia, Philadelphia, Pa. Sanction 698.

HILL CLIMB

July 30—Vallejo Motorcycle Club, Vallejo, Cal. Sanction 673.

Aug. 13—York M. C., Menges Mills, Pa. Sanction 690.

Aug. 13—Willimantic Motorcycle Club, Willimantic, Conn. Sanction 695.

Aug. 27—Long Beach Motorcycle Club, Long Beach, Cal. Sanction 696.

RACE MEETS

July 30—Fort Wayne, Ind., Fort Wayne M. C. Sanction 688.

August 6—R. L. Clark, Milwaukee, Wis. (Includes: 10 mi. 61-inch, and 25 mi. 30-50-inch Solo, 25 mi. Sidecar National Championship.) Sanction 630.

Sept. 4—Neill & Norcross, Greeley, Colo. Sanction 652.

TIME TRIALS

July 30—Fort Wayne, Ind., Fort Wayne M. C. Sanction 688.

SACRAMENTO ENDURANCE

Sacramento, Cal.—Finnegan Speer was the only contestant to get a perfect score in the annual endurance run of the Capitol City, M. C. The route was from Sacramento to Reno and return, a distance of 324 miles.

The promoters of this run tried their best to fix the schedule so there would be no perfect scores, but they were fooled. A meeting was held in the club rooms before the run. Tenant Lee addressed the boys and all the riders had a clear understanding of what they had to contend with. L. E. Crosser, who just came down from Portland, was at the meeting and was appointed official starter. The first rider was checked out at 5 a. m., and the others two minutes apart. The schedule was easy to Placerville, only one man being late there.

The next station was Riverton. Every one was on time except Jimmy Carrigan, who was late at Placerville. But, oh boy! From Riverton to Strawberry, that was the knockout. You had to have the power and do some wonderful riding to make this place anywhere near on time. It was all up hill and full of turns and lots of sand. Pat Speer, Finnegan Speer and R. Ford were the only three to arrive there on time. George Faulders was very close, being only one minute late. Carson City was the next check. Here's where the big motors showed up. Some of the boys wondered why their motors wouldn't pull in high, they forgot they were in an altitude of 6,000 feet and still climbing, then they had to go down over a thousand feet and then ride around the shores of Lake Tahoe, where deep sand was encountered for miles. Finnegan and Pat Speer, Glen Lattin and George Faulders were the only ones perfect at this check, but the official checker did not show up on time so this was somewhat balled up, and after the run, this checking station had to be thrown out. This was the only place where R. Ford was late so that is how he got his perfect score. Reno, the noon control, was sure welcomed by the riders that were left in the run. Only ten machines arrived there.

Truckee was next; good roads, but the schedule was very stiff. All set for Colfax, the next to the last check. Instead of climbing the boys had to come down hill nearly all the way, which is much harder than riding up hill. Glen Lattin, who hadn't taken a spill all day, took a good one while rounding a turn just coming into Colfax. He was dazed for a short time, but was able to check in the finish the run in A-Number-One shape. Tenant Lee put in a secret checking station between Sacramento and Roseville.

Finnegan-Speer won the Indian Trophy, Harley-Davidson bronze medal and $100 merchandise order; R. Ford, $75 merchandise order; George Faulders, $50 merchandise order; Glen Lattin, $20 merchandise order; Vandemark, Harley-Davidson Trophy.

PINK GETS THE DECISION

Newark, N. J.—A special committee consisting of Stanley Kellogg, Calvin Webber and Frank W. Snook, appointed by A. B. Coffman of the Motorcycle and Allied Trades Association, heard both sides of the controversy regarding the maner of checking contestants at Bloomsburg in the recent twenty-one-hour endurance contest of the New Jersey Motorcycle Club and decided that Reginald Pink had won the trade solo class award, as decided by Referee E. A. Robertson. Charles Busch, a teammate of Pink's, also suffered no penalty and received a perfect score. Both men ride Reading-Standard motorcycles. This is the second successive win for Pink in the New Jersey annual run.

(*Page 1 of the Harley-Davidson 4-Page 1923 News*)

The 1923 Stock Champion -the product of a full year's engineering concentration

Up to a year ago, for year after year, Harley-Davidson's numerous repeated victories on race tracks and in road races, all over the world, confirmed its right to the title, "World's Champion."

A year ago, Harley-Davidson retired from racing. Since then, the same engineering ability and knowledge, that made racing champions, has been concentrated ***entirely*** on ***stock*** champions.

We realized that you, the rider, are interested in ***owning*** a ***stock*** champion—not in ***reading*** about a special-built race champion. A ***stock*** motorcycle that gives you dollar-for-dollar value and extraordinary day-in-and-day-out service.

The automobile industry long ago saw the futility of the hollow victories of special-built racing cars. Last year, Harley-Davidson led the way for the motorcycle industry.

This year, we present the 1923 Harley-Davidson, the product of this full year's engineering concentration and "The New World's Champion" for stamina, economy, dependability and ***value!***

See these 10 Big New Improvements on the 1923 New World's Champion

1 Life-time Roller Bearing Driving Hub—no cracked, chipped or split ball bearings.

2 Double-Acting Contracting Brake and Improved Braking Pedal Control—a direct, positive brake with wider and thicker brake lining.

3 Manual Ignition Switch with Automatic Warning Alarm—an ever dependable electric current saving device.

4 Improved Double Plunger Oiler—a durable oiler, easily adjusted to all conditions of motor service.

5 "Staylit" Shock-absorbing Tail Lamp. No more bulbs broken by jars and jolts.

6 Larger generator with increased charging capacity assures well-charged battery, quick, easy starting and longer battery life.

7 Hinged Rear Mudguard makes it easy to take out rear wheel.

8 Improved Silchrome Exhaust Valves—won't pit, warp nor burn; best valve ever used in an air-cooled motor.

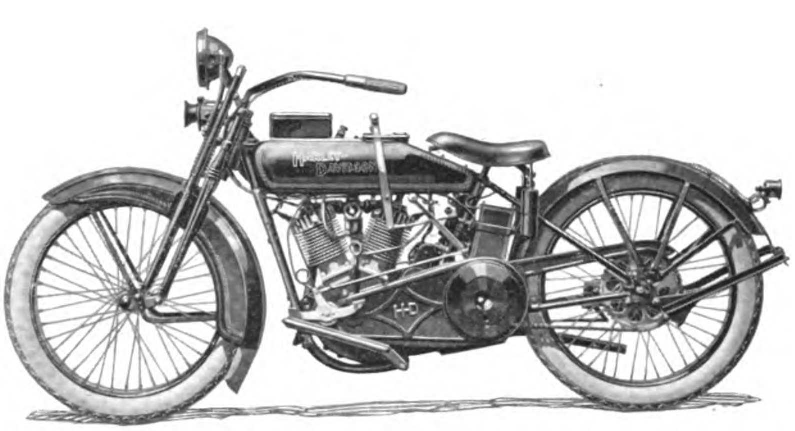
9 New Improved Valve Springs decrease friction and assure an even smoother running, quieter motor.

10 Improved Sidecar Wheel design—no dirt can get into hubs. Mudguard braces are wider and stronger.

1923 HARLEY-DAVIDSON
The New World's Champion

(*Pages 2 and 3 of the Harley*

Announcing The Ne



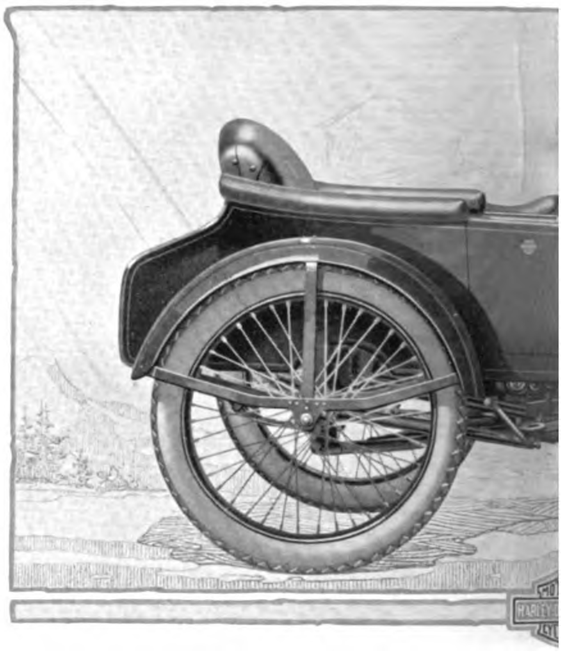
A *New* "61" Twin at A *New* Low Price

We built *more* value, *more* riding comfort, and *more* mechanical convenience into this Harley-Davidson "61" Twin and then we *reduced* the price. This 1923 low-priced, popular twin model includes all the new improvements from the new spring fork to the "Staylit" shock-absorbing tail lamp. Note these 1923 *reduced* prices:

61F magneto twin $285

61J electric twin $305

F. O. B. Milwaukee



Here's Value th

The new, improved 1923 H
Sidecar is *increased* in value a

An improved sidecar hub keep
and stronger braces add stren

Get a Royal Tourist Sidecar a
motorcycling pleasure and p
reduced price.

Harley-Dav
Royal Tourist

Two Passenger Side
All Prices F. (

1923 HARLEY-DA

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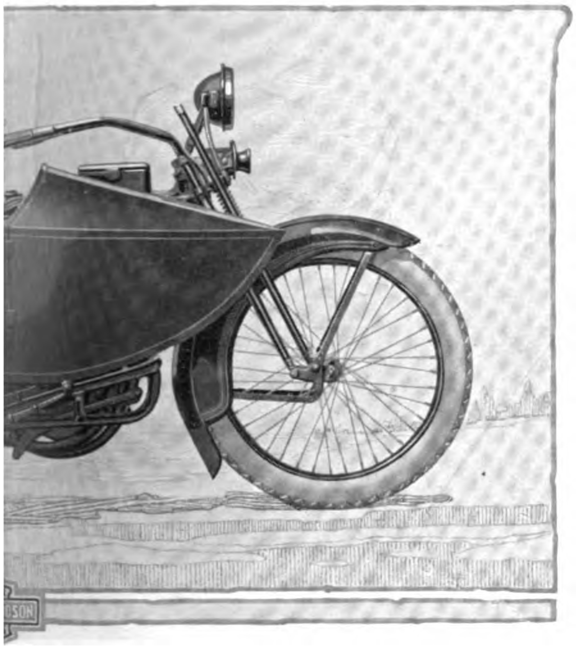

at Interests You

rley-Davidson Royal Tourist
id *reduced* in price.

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Sidecar

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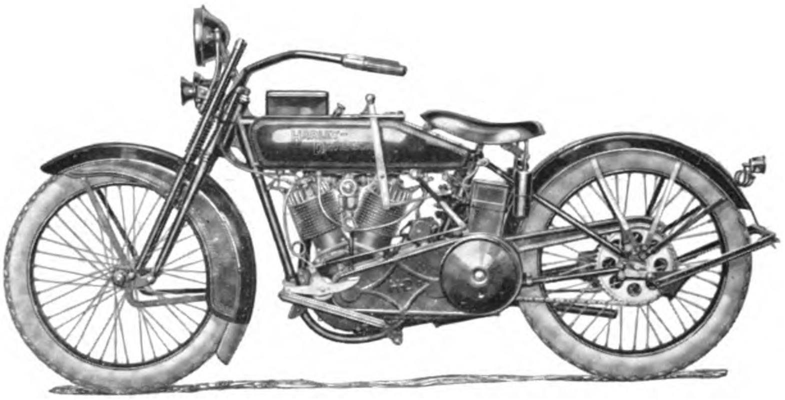
. B. Milwaukee



The 1923 "74" Twin —more value for less

Here is the thoroughbred among motorcycles. Its abundance of sure, silent and eager power has made it the choice of sidecar motorcyclists. The new improvements, made possible by a year's engineering concentration, emphasize the outstanding value of this super-powered 1923 Harley-Davidson "74" at these *reduced* prices:

74FD magneto twin $310

74JD electric twin $330

F. O. B. Milwaukee

VIDSON MOTORCYCLES and SIDECARS

(Page 4 of the Harley-Davidson 4-Page 1923 News)

Dealers: Get behind The New World's Champion -the Big 1923 Money-maker

Harley-Davidson has quit racing. Now we're making improved, greater value ***stock*** motorcycles and selling them by business-like methods —minus all the circus brass and blare of a professional racing team and special-built racing motorcycles.

Thousands of sport-lovers want motorcycles. They want a good ***stock*** machine at a value-full, low price. Part of this army of motorcycling prospects is in your city. You can sell them a 1923 Harley-Davidson, "The New World's Champion," at the new low prices.

Here's how we work with You

1 A twelve months, all the year 'round advertising campaign in magazines nationally circulated and read by mechanics, outdoor sportsmen, farmers and city and police officials. This hard-hitting, hammer-hammer selling through the printed word creates prospects and profits for you.

2 We help you turn your prospects into buyers with our co-operative direct literature campaign. The 1923 Harley-Davidson direct mail campaign is, without question, the most original and intensive ever used in the motorcycle industry.

3 Our sales promotion staff works with you on police sales and all large orders. Letters, circulars and the personal contact of this intensive sales co-operation increase your sales and profits.

4 Harley-Davidson Oil and approved accessories offer you additional profits and keep you in closer touch with your rider-customers.

5 Our factory school for dealers and dealers' mechanics and our prompt shipments on parts help you give your riders the kind of service that makes friends and boosters.

6 Once a month, the Harley-Davidson "Enthusiast" is mailed free to your rider-customers. This newsy, interesting magazine makes boosters of your riders and advertises your Harley-Davidson accessories and parts business.

7 You, as a Harley-Davidson dealer, are a business partner of the world's largest builders of motorcycles and sidecars. This carries an assurance of stability and strength that helps you build a growing and profitable motorcycle business in your city.

Get behind the 1923 Harley-Davidson, "The New World's Champion," and share the profits that go to champions. Riders want a ***stock*** champion and you want a ***sales*** champion—the 1923 Harley-Davidson is both. Let's talk it over. Tell us about yourself. Write today to Desk A-2.

Harley-Davidson Motor Company
World's Largest Builder of Motorcycles and Sidecars
MILWAUKEE, WISCONSIN

1923 HARLEY-DAVIDSON
The New World's Champion

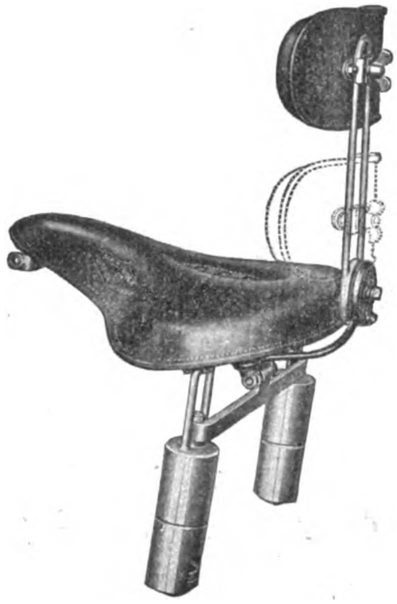
NO SUBSTITUTES CAN HOLD THESE RECORDS

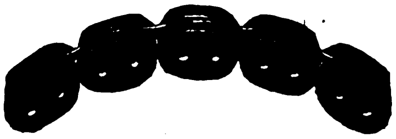
YOUR saddle is the main part of the motorcycle for comfort and durability.

During eight years the Mesinger Air Cushion held the highest record on long distance from coast to coast.

The Air Cushion will absorb the heavy jolts which might make you fly out of your saddle on a plain spring saddle.

There are more equipments of Air Cushion saddles every year by manufacturers, and more than 75 per cent. of the Motorcycle Police are requiring the Air Cushion saddle, and you can have the only Adjustable Backrest, to raise to any height you desire.





"V" Shape Leather Link Belt for Generator and Motorcycle Drive

"Guaranteed for one year" is our best proof for durability on our motorcycle generator belt.

Over five years in use on the highest priced automobiles in larger sizes.

Steadily supplied to the Rolls-Royce Company.

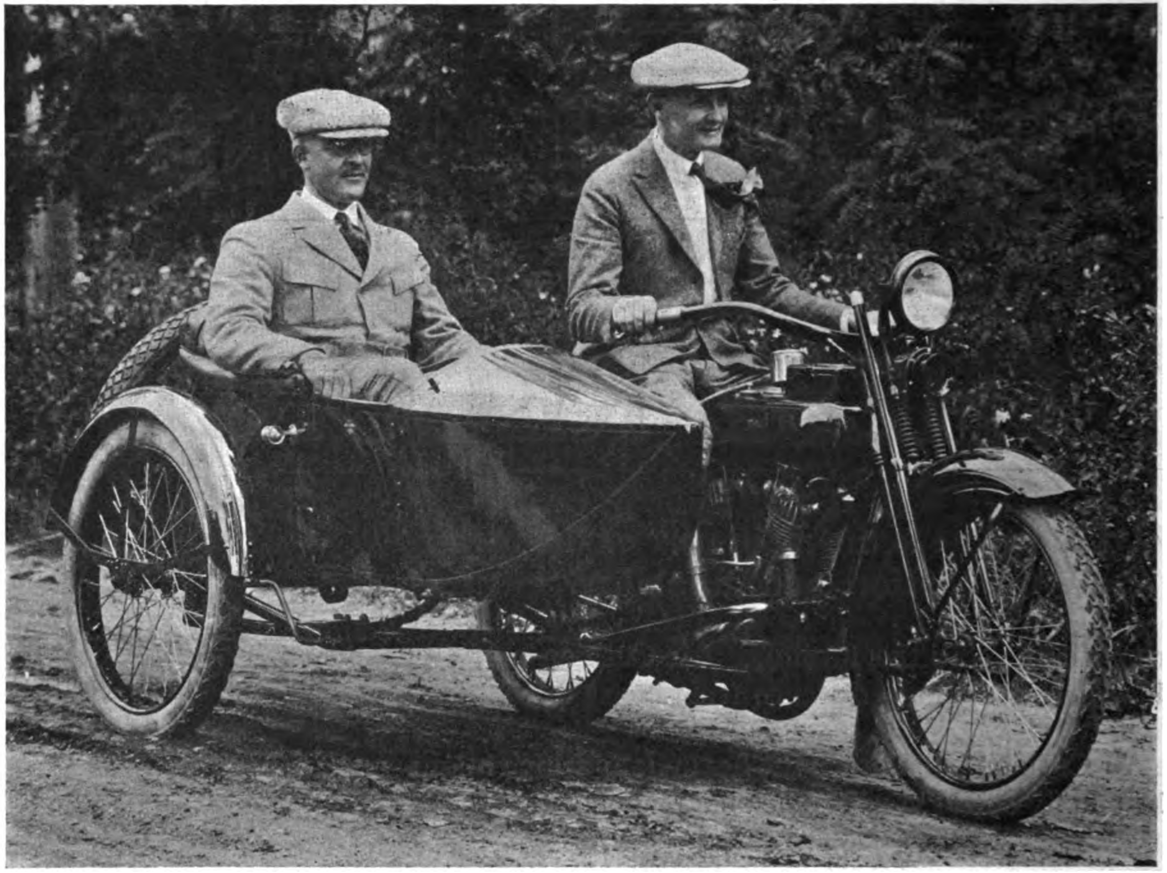
Can be used on same pulleys, on Ace, Cleveland, Excelsior, Henderson, Indian Scout, Indian Model "N" and Reading Standard Motorcycles.

No other changes, as putting on the belt with a screw driver.

WATCH FOR OUR NEW CENTER COMPRESSION BICYCLE SADDLE WITH THE SAME SPRING ACTION AS OUR AIR CUSHION MOTORCYCLE SADDLE ON WHICH ALL SPRINGS ARE GUARANTEED FOR LIFE.

H. & F. MESINGER MFG. CO.

432 Austin Place New York City, U. S. A.



President Walter Davidson driving. Domestic Sales Manager T. A. Miller in the sidecar. This is the outfit they will drive to the Rochester Rally

Back *in the* Motorcycle Business

Harley-Davidson Announce 1923 Models and Prices Designed to Meet the Requirements of the Average Everyday Rider

By W. H. Parsons

THE biggest thing that has happened around here," said President Walter Davidson, as he handed me a copy of the 1923 Harley-Davidson prices and a folder describing the many improvements and refinements incorporated in the 1923 models, "is not that we are offering the motorcycle public a superior machine at a greatly reduced price. That's important enough and we are justly proud of it, but the real thing, the thing that has made it possible to make expensive improvements and slash prices as well, is the fact that we are BACK IN THE MOTORCYCLE BUSINESS.

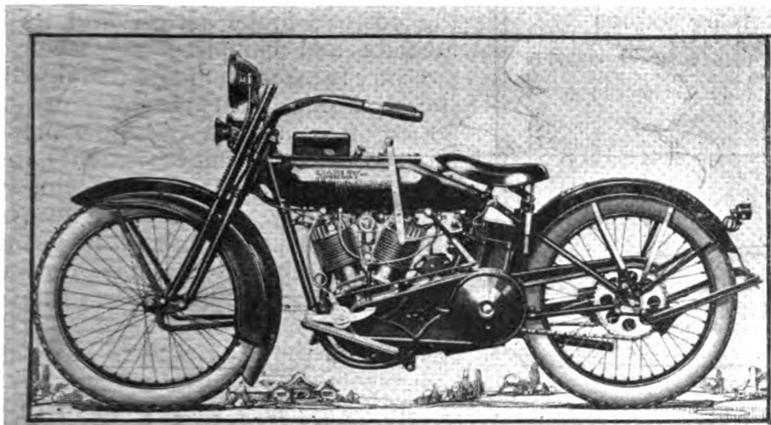
"Just what do you mean by that," I asked, though I had a pretty good idea of what the answer would be for Walter was clad in a neat riding suit, puttees and all, and his cap and goggles were on the table.

"Exactly what I said," he replied. "Everyone in this organization is back where we started over twenty years ago in that little back yard woodshed in which the first Harley-Davidson motorcycle was built. We're once more 100 per cent. motorcycle fans, and because we are, and have been, for the past year we are able to give the 1923 motorcycle buyers a much improved machine at a greatly reduced price."

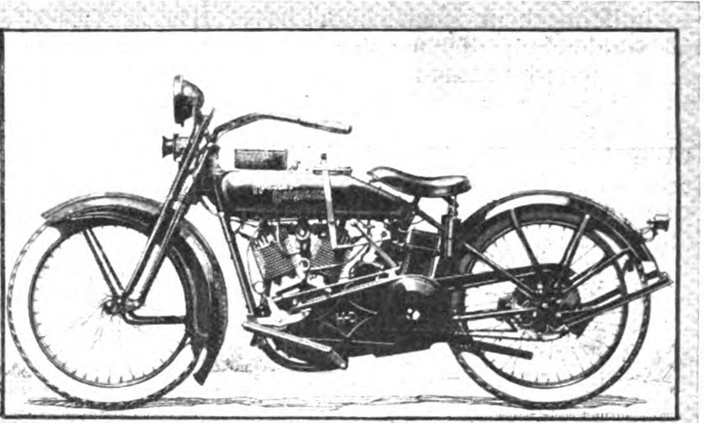
"You know," he continued, "when we were young fellows just starting out in life, we didn't have any idea that we were laying the foundation for a world-wide organization which would require the investment of millions of dollars. What we started out to do was to build motorcycles, motorcycles that would do what we wanted them to do; motorcycles that were better than anyone else was building. We didn't think a great deal about how much we could sell them for or how much money we could make. What we wanted was to build motorcycles primarily for our own use, because of the fun we could get out of riding them. We were

TEN OUTSTANDING IMPROVEMENTS IN THE 1923 HARLEY-DAVIDSON

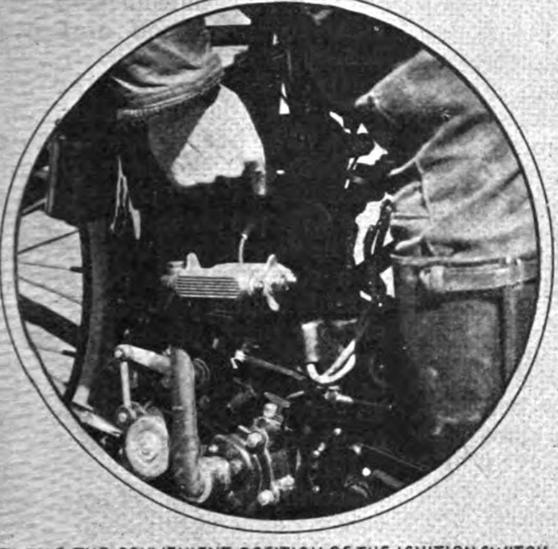
1. **Life-time roller bearing driving hub.**
2. **Double acting contracting brake and improved braking pedal.**
3. **Manual ignition switch with automatic warning alarm.**
4. **Improved double-plunger oiler.**
5. **"Staylit" shock absorbing tail lamp.**
6. **Larger generator with increased charging capacity.**
7. **Hinged rear mudguard.**
8. **Improved Silchrome exhaust valves.**
9. **New improved valve springs.**
10. **Improved sidecar wheel design.**



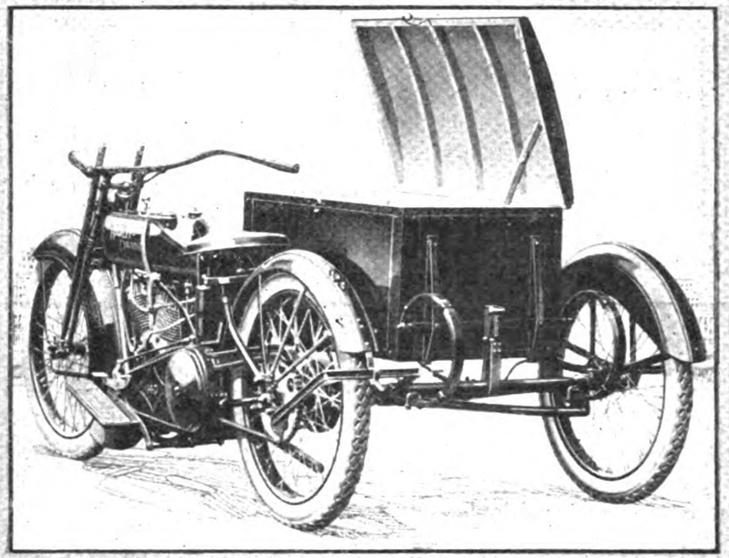
ELECTRICALLY EQUIPPED 74 CU.IN.



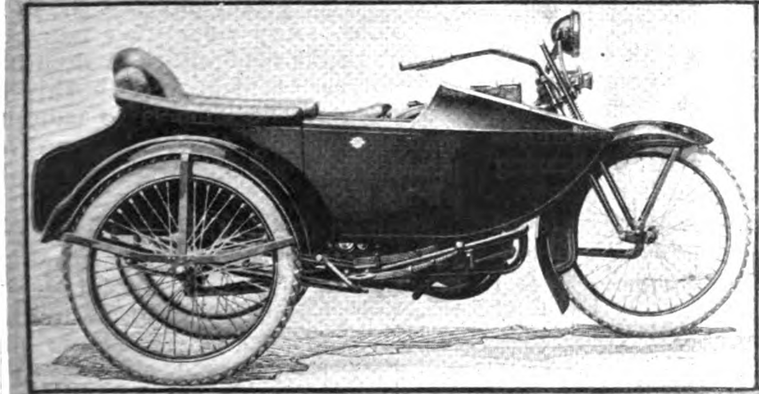
ELECTRICALLY EQUIPPED 61 CU.IN.



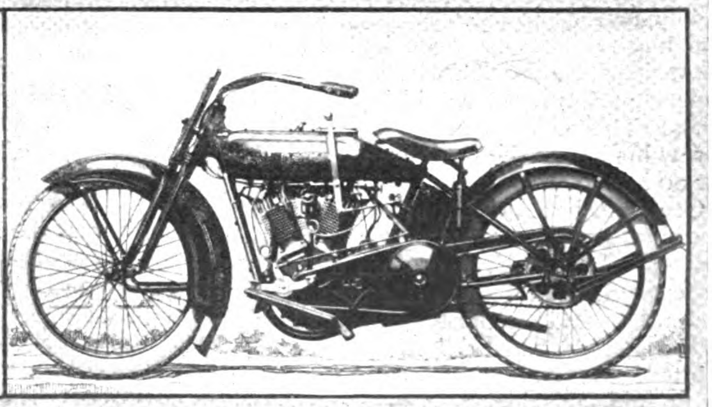
SHOWING THE CONVENIENT POSITION OF THE IGNITION SWITCH



PARCEL CAR WITH HINGED COVER



SINGLE PASSENGER ROYAL TOURIST SIDECAR



MAGNETO IGNITION 61 CU. IN.

THE 1923 HARLEY-DAVIDSON LINE

motorcycle fans, and we built our own machines because of the enjoyment there was in the creating and the thrills we got when some new idea 'worked.'

"Then we began to grow. From a close partnership of four enthusiasts, we expanded to an organization of scores, then hundreds and then thousands of workers. The little woodshed disappeared, and unit by unit the factory buildings grew until over half a million square feet of floor space is now required to accommodate the various departments. As responsibilities increased we began to relinquish details and gradually and unconsciously the keen personal enthusiasm for the sport waned until the time came when we rarely rode a motorcycle. We were so busy building them that we didn't have time to ride them. Then came the war and its hectic business aftermath, and we woke up to a realization of what we had been missing.

"We decided that instead of hiring a crew of racing stars to ride 'em for us and tell us what was the matter with them and where we could improve them (from the racing man's point of view), we would have the fun of riding and the satisfaction of figuring out for ourselves what could be done in the way of improvement, from the point of view of the average every day rider. That's just what we have been doing for the past year. We are willing to let the riders pass judgment on the result.

"That's why I say the biggest thing that has happened here is not the reduced prices or the improved models. It's the fact that we, ourselves, are once more 100 per cent. motorcycle fans, as keenly alive to all the thrills, and as eagerly alert to increase the efficiency of our machines as were the four boys who began experimenting in a woodshed twenty-one years ago. (The four boys were President Walter Davidson, Secretary and General Sales Manager Arthur Davidson, Treasurer and Chief Engineer William Harley, and Vice-President and Works Manager William Davidson.)

"How'd you like to take a little ride in my sidecar outfit?" asked Walter (that's one of the nice things about the Harley-Davidson organization. They don't stand on dignity. You call them Walter or Arthur or Bill and forget all about the Mr.'s and the titles).

The factory is near the city limits, and five minutes after we had started we were out in the country with a hard concrete pavement stretching for miles ahead of us. He buttoned up his coat, threw his cap in the bottom of the sidecar and opened her up.

Gee, whiz! How that boy can drive! He must have all the speed cops subsidized. He hasn't forgotten a thing he learned when he was taking part in race meets and endurance runs back in 1906 and 1907, and I'll bet he can make a lot of our present day road hounds sit up and take notice.

"This is the machine I am going to drive to the Rochester Rally," he explained when we had slowed down to a conversational pace. "It's a little stiff yet, but when I get it broken in it'll be a pretty good bus."

Keep your eyes out for it at Rochester, boys, and don't any of you try to show off before Walter. You'll get the surprise of your young lives if you do.

When we got back to the factory Assistant Engineer Constantine took me in hand and proceeded to explain in detail the numerous improvements that have resulted from a year's concentration of the engineering department on the problem of building a "champion" stock motorcycle. I am not an engineer and make no pretense of technical knowledge, so it is pretty certain I missed some of the finer points, but there are plenty of others that even a common dub rider like myself can appreciate, and, anyway, it is the average non-technical rider for whom the 1923 models have been designed.

THE TREND OF PRICES

FOLLOWING is a table showing the 1921, 1922, and 1923 Harley-Davidson prices and the amount of reduction that has been made since the peak was reached.

Model	1921 Prices	1922 Prices	**1923 Prices**	Reduction since 1921
23-F	$450	$335	**$285**	$165
23-J	485	365	**305**	180
23-FD	485	360	**310**	175
23-JD	520	390	**330**	190
23-LT	145	115	**98**	47
23-LX	160	115	**98**	62
23-M	160	120	**105**	55
23-QT	185	135	**125**	60

Prices F.O.B. Milwaukee.
War tax must be added.

There are ten primary improvements in the new models, and several of minor importance. I will take them as the engineering department has them listed.

First there is the new roller bearing driving hub. The load is carried on two sets of wide roller bearings, illustration of this hub is shown on another page. It is plain even to a novice that such a hub must give exceptional service. There is special protection against the entrance of water or dirt into the bearing, or the seepage of oil from it to the brake. Mr. Constantine told me of an interesting experiment that was conducted to make sure that the hub was leak proof. A mud bath was constructed and the hub was run for hours in this bath, and not until it could stand the test without admitting mud or water to the bearing surfaces was it passed as satisfactory.

Next comes the double acting, external contracting brake and improved pedal control. The brake lining is 1/4" by 1 1/4", as compared to the 7/32" by 1" lining of the former internal brake, and is besides of a special type designed to withstand intense heat. It is made of two separate bands hinged at the rear. There are no sliding parts. Probably the positive brake action and its immediate and complete release when pressure is taken from the pedal will be the first improvement the rider will notice on trying out the new models. Most of the other improvements are of a nature that do not make themselves so immediately apparent. The brake pedal is in a more accessible position and so designed that there is no waste pressure. Every ounce takes immediate effect.

HARLEY-DAVIDSON EQUIPMENT

Saddles—Mesinger.
Lamps—Corcoran Victor.
Tires — Firestone, Goodyear and United States.
Horns—Klaxon.
Chains—Duckworth.
Rims—Williams.
Batteries—Electric Storage Battery Company.
Magnetos—American Bosch.
Spokes and Nipples—National Screw and Tack Company.
Brake Lining — Thermoid Rubber Company.
Clutch Discs—Raybestos.

Third on the list is the manual ignition switch and automatic warning alarm. This is a combination of the ordinary electric buzzer idea with the ignition switch. If the motor is stopped in any manner except by disconnection of the switch the buzzer sounds and immediately warns the rider to turn it off and prevent his battery from running down. The key is easily reached from the saddle, as shown in the illustration on another page. The buzzer is independent of the ignition, and should it for any reason cease to act it will not in any way interfere with the operation of the engine.

The fourth improvement on the list is a simpler, more flexible and more durable double plunger oiler. The two-plunger pump action gives greater capacity than the old pump, and adjustments are easily made. It is designed as an individual unit, a valuable factor from a service standpoint.

Fifth is an improvement that will be especially appreciated by those who do considerable night riding. It is a shock absorbing tail lamp. As shown in the illustration the lamp is mounted on a spring bracket, which takes up severe vibrations and greatly prolongs the life of the bulbs. Any rider who has been caught on the road with a broken bulb and no spare will appreciate this improvement. The lamp is so mounted that the raising of the hinged rear guard does not interfere with the wiring.

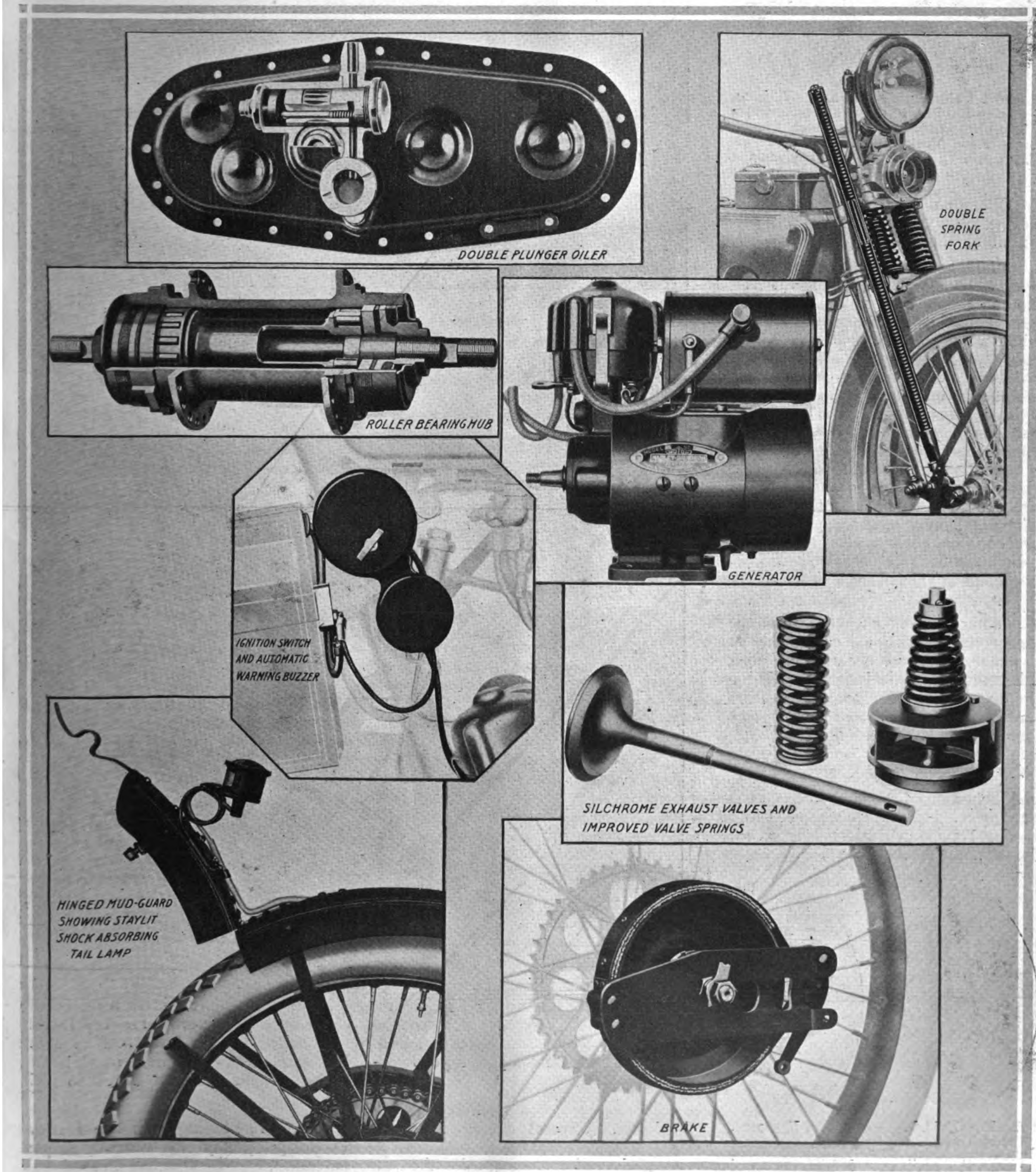
Sixth on the schedule is a generator which starts charging the battery at a much lower rate of speed than heretofore, and gives assurance of always having a well charged battery; means quick and easy starting and eliminates any necessity of ever having the battery recharged at a service station.

The hinged mud guard is seventh on the list. Any rider who has had to remove the rear wheel from under the old one-piece guard will appreciate this change. The operation is effected by merely loosening two nuts. Nothing need be entirely detached.

Silchrome exhaust valves are No. 8 on the list. The engineering department made exhaustive tests of all recently developed valve alloy steels before deciding on the Silchrome. They cost more, but the valves will not pit, warp or burn, which means insurance against most motor troubles.

Ninth, comes the valve springs. The 1923 motors are equipped with conical inlet valve springs of increased diameter, giving uniform tension, longer life and a minimum of friction between valve stems and guides. The exhaust valve springs are made of the highest grade spring steel, and are pre-shrunk to exact length and tension. The heat of the motor has a tendency to set the ordinary exhaust valve spring, hence the pre-shrinking of the new springs to exact length and tension.

Tenth, comes changes in the sidecar hub and cap to make it dirt and waterproof. Also stronger mudguard braces



DOUBLE PLUNGER OILER

DOUBLE SPRING FORK

ROLLER BEARING HUB

GENERATOR

IGNITION SWITCH AND AUTOMATIC WARMING BUZZER

SILCHROME EXHAUST VALVES AND IMPROVED VALVE SPRINGS

HINGED MUD-GUARD SHOWING STAYLIT SHOCK ABSORBING TAIL LAMP

BRAKE

SOME OF THE FEATURES OF THE 1923 HARLEY-DAVIDSON

A. H. Feldman, Harley-Davidson Traveler, Western New York and Ontario

Walter Williams, Harley-Davidson Traveler, Traveling the State of Pennsylvania

on the sidecar and a lug to keep the sidecar clamp bolt from turning when extending the axle.

In addition to the foregoing there will be a new fork on the 61" machines similar to the 74" model. Auxiliary center cushion springs and emergency buffer and recoil springs are used on both the 74" and 61" models. The fork-side and large center springs provide a resilient combination for ordinary road conditions. In rough going the heavy inside buffer springs come into play, and, as a final safety factor, positive stops are also provided, which, in an extreme emergency, will come into contact before the tire interferes with the front mudguard. The 1923 spring fork combination, however, is more resilient than the 1922 74" fork. The 1922 74" headlamp and horn brackets will be used on both the 61" and 74" models in 1923.

Among the minor improvements are long rollers in the rear connecting rod in place of the two short rollers formerly used; a much longer bearing on the lower end of the hand clutch lever; more attractive and stronger tops and longer threads on the filler caps, and a longer and lower inlet manifold on the 74".

A confidential advance notice of the new prices and models was sent to all Harley-Davidson dealers July 3, with the announcement that deliveries of the new models would be made immediately after July 4. This enables dealers to make deliveries to customers coincident with the company's public announcement.

The response was prompt and enthusiastic. Several dealers have already sold more 1923 motorcycle models than their entire allotment for the year of 1922.

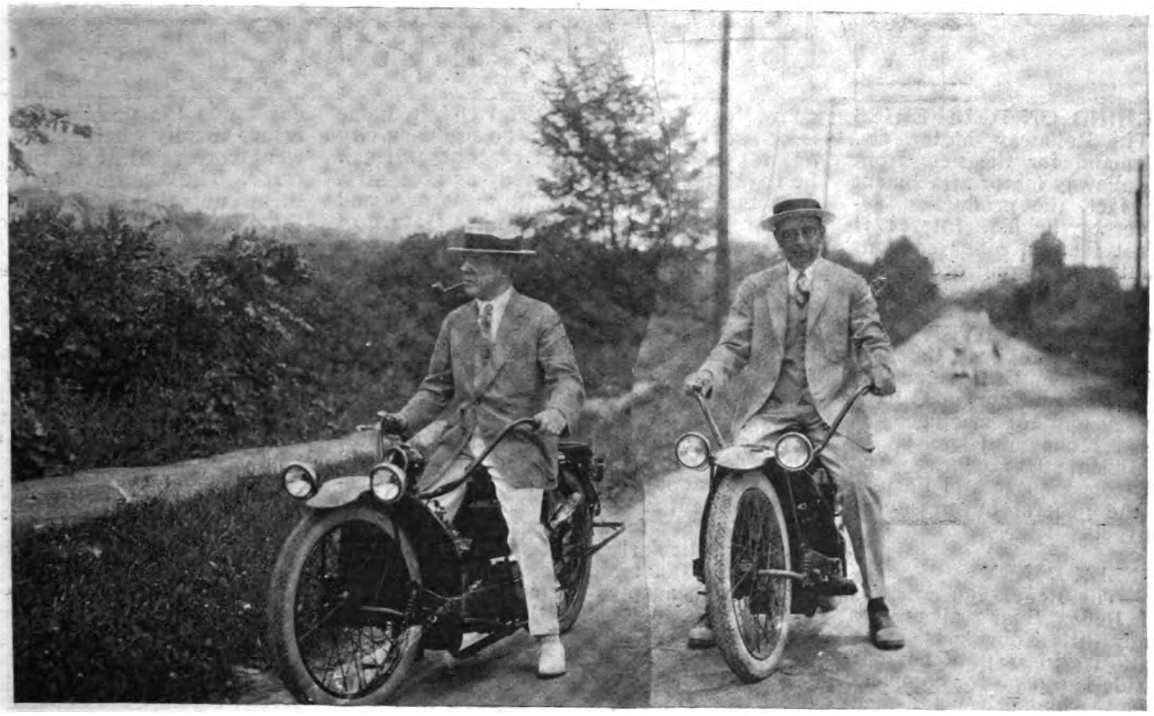
By the time that this announcement reaches the public every Harley-Davidson dealer will be prepared to show and demonstrate the new models and most of them will have sales to their credit.

This is in keeping with the Harley-Davidson policy of thorough preparedness, a policy that has pleased dealers and riders.

Touring in the Yosemite

A. R. Child, Harley-Davidson Traveler, New Jersey and Eastern New York

Joe Ryan, who is acting as Harley-Davidson Special Serviceman



President J. Allan Smith (left) and Vice-President E. K. Gordon, of the Ner-A-Car Corp., out for a ride dressed in what is considered the proper costume for Neracar riders

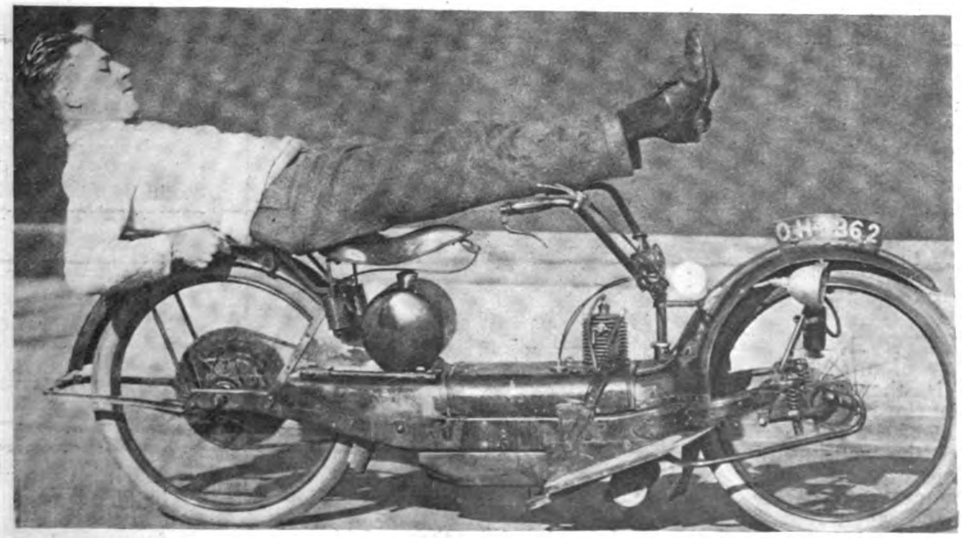
Neracar Cuts *to* $185

"THE Neracar at $185, immediate delivery," is the message that comes from Syracuse. This is a reduction of $40, nearly 18 per cent.

Neracar is thus the first of the lightweights to join the procession to increased volume via the lowered prices route. Indeed, the explanation given by President J. Allan Smith for the big reduction is that the aggressive advertising campaign that has been conducted for the past few months has produced such a volume of business that increased production will lower costs to an extent that makes the price cut not only possible but advisable.

In making the announcement President Smith says:

"In designing the Neracar it was our idea to build a machine that would permit volume sales which, of course, means volume production. In order to get quick action and introduce the Neracar to the greatest number of people in the shortest space of time we started a national advertising campaign in the Saturday Evening Post, American Magazine, Popular Mechanics, and National Geographic Magazine, these publications reaching over ten million readers.



Doing stunts on a Neracar

"Since our advertising first appeared we have received many thousands of inquiries which have resulted in a great number of dealer's contracts and correspondingly large sales to the public.

"On the basis of the interest shown in the Neracar, we have entered into a production schedule that gives us an opportunity to reduce our price to $185. A short time ago we were able to effect savings in manufacture which we immediately passed on to the dealer in the shape of an extra discount, making an increase from 20 per cent to 25 per cent. Now, with additional economies we are passing the savings to the public.

"We are doing everything that we can to get more people into the two-wheel habit and we believe that this reduction in price on our electrically equipped machine will mean a very large sale of Neracars. The Neracar has been manufactured two years in England in addition to one year in the United States. It is the fastest selling machine in England, and we believe this will also be true in this country."

With *the* Trade

ROLLAWAY BEHIND ON DELIVERIES

Toledo, Ohio—The Rollaway Motor Co. reports a fine demand for the new front wheel belt drive Rollaway motor attachment for bicycles. In fact, the production department is considerably behind. Interest is greater in the East than in other sections of the country, but encouraging orders are coming from all directions.

BUSY DAYS FOR CARTER

St. Loius, Mo.—These are busy times at the plant of the Carter Carburetor Co. Several important equipment contracts have recently been landed and the machinery is humming. General Manager Hugh H. C. Weed and Sales Manager H. E. Staton have recently returned from a successful Eastern trip and report the general business outlook much improved.

A REFLEX DIARY

Cleveland, Ohio—The Reflex Ignition Co., manufacturers of Reflex Spark plugs, are distributing a handy little Touring Diary to the trade. The title is "Pleasant Reflexions of Our Trip." Inside is a page for complete data concerning the machine driven and then comes the pages for the notes, with appropriate headings for mileage, interesting sights, interesting events, gasoline, hotel bills, meals, etc.

A NEW STOP SIGNAL

Fremont, Ohio—A. H. Boss & Co. have recently placed on the market an automatic "Stop Signal" for motorcycles. The switch controlling the stop light on the rear mudguard is operated by the brake rod. When the brake is applied the light is switched on. The signals are designed to fit directly over the tail light. These signals are designed to fit any make of motorcycle that is equipped with an electric tail lamp.

WIGWAM VISITORS

Springfield, Mass.—C. S. Lombard, formerly of Springfield, and his 12-year-old son, John Lombard, who are making a three months' tour of the principal manufacturing plants of the east, visited the Hendee factory last week. Mr. Lombard is an orange grower from the Redlands, Calif. Edward Nolan, Minnie Pilkins and Leo Campbell and wife, all of Johnstown, N. Y., visited the Wigwam recently and were greatly enthused over the big factory. These tourists traveled in two standards with sidecars.

NEW GOODYEAR FOR CANADA

Toronto, Can.—The Goodyear Tire & Rubber Co., Ltd., Toronto, has brought out a new bicycle tire in Canada to meet the dealer and consumer demand for a Goodyear All-Weather Tread tire of dark color. Goodyear bicycle tires previously made in the Dominion have been white in color but the new tire is a dark gray. To conform with Canadian practice, this tire consists of a casing with inner tube, along the same design as automobile tires. With the introduction of the new gray tire, announcement was made of a slight reduction in the price of the white bicycle tire to dealers.

POCKET CAMP STOVE

New York—An accessory of unusual interest to motorcyclists is the Prest-O-Pocket Stove recently developed by the small tank sales department of the Prest-O-Lite Company for use with the well-known Prest-O-Lite tank. The stove weighs only fourteen and one-half ounces and barely covers the palm of the hand when folded, so that it can easily be tucked away in any convenient place. The Prest-O-Lite flame is considerably better than an ordinary city gas range burner, though of course, it can be regulated to cook as slowly as necessary. Just turn on the gas, light the stove, and you are ready to cook. Another feature of the Prest-O-Lite equipment is the utility of the gas tank to provide lighting at the camp site when darkness falls. A stem and burner attachment may be readily attached or detached in a moment. Lighting and cooking, simultaneously, are possible from the same tank, an advantage which appeals to the overnight camper and tourist. While the motorcycle tank has ample capacity for the requirements of the individual it is advisable that sidecar owners procure the larger tanks for the extended trip. This tank will provide sufficient fuel to cook three meals a day for two weeks for two persons. This outfit will be particularly appreciated by the gypsy tourist and motorcycle campers, but is just as well adapted for cooking a meal on a Sunday picnic along the roadside.

When empty the tanks may be exchanged at any one of the motorcycle stores, service stations, garages and dealers who handle the same as part of the Prest-O-Lite distribution and exchange system of the company.

BUYERS JUMP AT NEW ACE PRICES

Philadelphia, Pa.—If anything was needed to show that motorcycle buyers had simply been holding off until prices got down to a level that they considered satisfactory, the Ace announcement last week supplied ample proof. The ink had scarcely had time to dry on the paper before the flow of letters from dealers and riders began to arrive at the Ace factory. Inquiries, exclamations and a goodly number of real orders, with "rush" written across them in large and urgent letters. A few evidently feared the news was too good to be true, and asked rather timidly whether the published figures were correct or if it was only a printer's error. The Ace folks lost no time in letting them know that their eyes had not deceived them, and that the price of the 1923 electrically-equipped Ace really is $335 as published.

A hot lunch by the roadside

Industrial conditions grow steadily more favorable. Unemployment has decreased very substantially in the past year—in Detroit, for example, employment for the third week in June was 178,000 as compared with only 110,000 a year ago. Pig iron production, that reliable barometer of industrial activity, is around 70,000 tons per day as compared with only 35,000 tons a year ago.

Improved conditions throughout the South, with approximately 25 per cent greater purchasing power in that section of the country, are shown by the fact that while cotton is new selling at 22 cents as compared with 12 cents last year, there are now 35 million acres of cotton planted instead of 31 million as a year ago—larger volume combined with better prices. Thus the trend everywhere is toward sound prosperity, stable conditions, abundant employment and favorable money conditions.

INSURE YOUR TIME SALES

(By A. B. Coffman)

NOW that the 1923 prices have been announced and you are going to sell a lot of new machines this fall, use the M. and A. T. A. insurance plan to help finance your time sales.

This plan is operating successfully and is being used by such concerns as Edwards & Crist Co., Koch & Ruhle, Walt Whiting, Amos Shirley, Stern Bros., Haverford Cycle Co., and many others. It has helped many dealers to make loans at the bank, others do not have to, as they can finance themselves, but they are using it for their own protection.

Remember that a loan secured by a machine that is insured is not hard to make but that a banker will hesitate to loan money on unprotected property.

Have you ever stopped to consider this protection? It is time that you did, for it is a big help and saves you money.

This fire and theft insurance and conversion and embezzlement bond is written by old stock companies, the best in the business.

If you have not already given this matter careful consideration write the M. and A. T. A., 326 West Madison street, Chicago, for complete information which will be sent immediately.

The more business you do the more profit you make, assuming that your business is done on a business basis. Therefore, if this insurance will enable you to handle more time sales than heretofore it means more profit and should have your careful consideration now.

Some dealers, of course, do not need financial assistance from their bank, or already have certain arrangements made to cover this particular end of their business. But there are a great many who are not so fortunate and the M. and A. T. A. has arranged this insurance to take care of these particular dealers. Many dealers who are financially able to handle their own time sales still use the insurance and bond to protect their own interests.

Now, it is up to you to take on this assistance in handling your time sales, and increase your volume of business, likewise your profits.

McNaughton Moves Up Another Notch

ANNOUNCEMENT is made this week by the Hendee Manufacturing Company of Springfield, Mass. of the appointment of J. B. McNaughton as Manager of Domestic Sales and Advertising.

This is a fitting reward for fourteen years of service which Mr. McNaughton has given this big organization. For the past three years Mr. McNaughton has been holding down the job as Sales Promotion Manager, which included the Advertising and Publicity Departments at the Indian factory. His splendid work in these departments merited the sincere approbation of the home office and the entire outside dealer organization. He is responsible for the high-grade advertising, snappy literature, posters and other striking dealer helps which have emanated from the Wigwam for several months past. "Contact Points," the weekly message from the Wigwam, which is so popular with the dealer organization, originated with Mr. McNaughton, and it is fair to assume that his taking over of the domestic sales will mean that he will vigorously instill into it some of the same policies and efforts toward dealer co-operation and greater expansion of the dealer organization that he has so successfully carried out in the Sales Promotion Department during the past three years.

"Mac" is intimately known to a greater part of the older dealer organization, but a close relationship to the entire dealer organization has been established by his personal talks to them each week through "Contact Points."

A. A. Anderson, Assistant Sales Manager, Hendee Mfg. Co.

J. B. McNaughton, Manager of Domestic Sales and Advertising, Hendee Mfg. Co.

Mr. McNaughton's experience with the Indian organization ideally fits him for the greater responsibilities of his new work. He started in 1908 in the Accounting Department, working on the pay roll and ledgers. Two years later he left this department for one-half year's training in the factory. The sales end attracted him next, this was in 1912 and since that time he has been connected with some phase of selling or advertising in the organization. One of his first duties after becoming connected with the Sales Department was the organizing of the Atlanta branch. Later he organized the Service and Dealer departments in turn, bringing these two departments to a high standard of efficiency.

Three years ago when the selling and advertising efforts were divided into two separate units, he went another step higher in the organization, being placed in charge of advertising publicity and sales promotion. His latest promotion will require that he maintain direct supervision of these departments as well as supervision over domestic sales of the Hendee organization.

To assist him in the development of his plans, it naturally follows that the responsibilities of A. A. Anderson, Assistant Sales Manager, and E. W. Stack, who assumes the duties of Assistant Advertising Manager, will increase materially. Mr. Anderson's long experience in the Sales Department and his acquaintance with the dealer organization and its problems and his keen insight into the motorcycle sales situation as a whole makes him especially fitted to carry out and execute plans and policies in the selling end of the organization. Mr. Stack entered the Indian organization several months ago. His experience in advertising and publicity work dates back several years, and his training has associated him with many of the live wire organizations in the East, including five years with the Fisk Rubber Co. which will naturally enable him to bring new ideas for dealer cooperation into the organization, and relieve Mr. McNaughton of a great deal of the effort that he has been devoting to sales promotion, in order that his time may be more free for constructive and executive effort for the organization.

It is felt that Mr. McNaughton's promotion will be happilly received by the entire dealer organization as it surely is a popular one at the Wigwam of the Hendee Manufacturing Company.

ACKNOWLEDGING congratulations on his appointment as Manager of Domestic Sales and Advertising for the Hendee Mfg. Co., J. B. McNaughton said:

"I am going to depend very largely on Assistant Sales Manager A. A. Anderson and Assistant Advertising Manager E. W. Stack as Chief Lieutenants. Mr. Anderson's long experience in the Sales Department especially fits him to execute plans and policies in the sales organization. Mr. Stack, while a comparatively new member of our organization, has had years of experience in advertising and publicity work, and will be able to take over a great deal of the sales promotion work, as well as bring new ideas for dealer co-operation into our organization."

E. W. Stack, Assistant Advertising Manager, Hendee Mfg. Co.

Champion Frank Kramer Retires

By Walter A. Bardgett

CHAMPION Frank L. Kramer has ridden has last race in competition. The world's greatest cyclist rode his last competitive event at the Newark Velodrome Sunday, July 23, and then announced that he was through. He told the writer that he feared that if he continued to race that he would impair his health and therefore had decided to give up the game to the younger lads.

Frank L. Kramer

In the estimation of the writer there will never be a cyclist that will equal the record made by Frank Kramer. His has been a most wonderful one. He has been champion of America in the amateur division and champion of America in the professional division, and also won the world's championship when the title events were held at the Newark Velodrome back in 1912. He has also two wins to his credit in what many cyclists figure is another world's championship — the Grand Prize of Paris, which he won in 1905 and 1906.

He is the present champion of America and will retire as a champion and as a winner of his last competition event, the team match race at the Newark Velodrome, Sunday, July 23, when he was paired with Ray Eaton, the champion in 1919 and the present leader for the American title for 1922. Kramer and Eaton won the match in two straight heats, beating the Spencer brothers, Arthur and Willie, and the Italians, Francesco Verri and Orlando Piani. It is the intention of Kramer to make two more rides at the New York and Newark Velodromes. He will ride an exhibition against time for a sixth of a mile at each track and then leave cycle racing for the younger generation.

Frank Kramer in his amateur days

Frank Louis Kramer was born at Evansville, Indiana, November 21, 1880. He moved to East Orange when a youngster and took to cycling, Charlie Hadfield, a former oarsman and at that time riding in cycle races, taking a great interest in the Hoosier lad. Kramer was a frail lad at that time, but he soon showed that he had ability. He started in his first race at the old Waverly Park, Newark, track back in 1896. He was out of the big prizes in that race. He won his novice a year later.

KRAMER'S CAREER

Won Novice, 1897.

Amateur Champion of America, 1898-1899.

Professional Champion of America, 1901 to 1916, 1918 and 1921.

Won Grand Prize of Paris, 1905-1906.

Retired, 1922.

Kramer won the last amateur championship conducted under the auspices of the League of American Wheelmen. That was in 1898. The following year Frank won the first amateur championship conducted by the National Cycling Association at the Newby Oval, Indianapolis, Ind. In 1900 Kramer deserted the amateur field for the professional, making his debut in the cash-chasing division at the old Vailsburg quarter-mile board track, across the street from the present Newark Velodrome. He won his first pro. race and that year ran second in the national Championship to Major Taylor, the Negro cyclist.

Frank's first win of the American professional sprint championship came in 1901, the year of the Pan-American Exposition in Buffalo, when he followed the circuit continuously when other riders were laying off for the increased point races, which were run that year. It was a bitter struggle that year, with Major Taylor, Iver Lawson, Johnny Fisher and other riders in the title battle.

An unbroken string of victories was Kramer's lot in the national championship from 1901 to 1916, Frank beating Iver Lawson, Major Taylor, Jackie Clark, Alfred Goullet, Alfred Grenda, Arthur Spencer, Willie Spencer, Ray Eaton and other classy riders at different times. Kramer could always ride for championships.

Kramer has also taken several trips to Europe. While over across he raced in England, France, Belgium, Germany and Switzerland. His record over there was as remarkable as in this country and the Europeans welcomed him as the wonder cyclist of the world. He surely deserved the title.

In 1905 Kramer made his first European start at a Paris track, beating Vandenborn, the Belgian, and the late Emil Friol. On that trip he scored 14 wins, was defeated ten times and rode one dead heat. His wins included the Grand Prize of Paris at the Velodrome Vincennes. His next trip over was in 1906, when he won 16 races and was defeated three times. He scored a win in the Grand Prize of Paris, repeating his 1905 triumph. His third campaign in Europe was in 1913 when he scored eight wins, was defeated two times and rode one dead heat. On his fourth trip in 1914 he scored 14 victories and had two defeats.

The "Old Master" has held many records in his day and he still has four to his credit, the quarter-mile competition in 27 2-5, the third-mile in 36 3-5, the half-mile in 53 seconds, also the quarter-mile handicap mark in 28 2-5. At Salt Lake City he tied Iver Lawson's record for a quarter-mile in 23 4-5 seconds.

A week ago at the Newark Velodrome he was eliminated from the final of the third-mile championship, this marking the first time this season he had been out of a final.

Time has taken a heavy hold on Kramer and he cannot ride a good second heat after a hard ride. It was a case of youth against age and youth had to be served.

Kramer will be missed. He has been actively racing for about 27 years, four of which were amateur years. In his time he met the best cyclists that the world has produced and his victories run near the thousand mark. His has been a wonder career, but his riding is now at an end. He has not announced his future plans, but no matter what he engages in his many friends will wish him the best of luck. He is deserving of all good success for he has led a clean life. "Good luck, Frank," is my parting salutation.

KRAMER WINS LAST RACE

FRANK L. KRAMER, the champion, can retire as such and as the winner in his last race at Newark, Sunday, July 23. Kramer and Ray Eaton teamed against Arthur and Willie Spencer, and Orlando Piani and Francesco Verri. Kramer and Eaton scored a straight heat victory, Kramer taking Eaton in each heat and landing Ray in front so that the latter had an easy ride. After the race Kramer announced that he was through with competition as he said that he feared continuous racing would endanger his health in later years. The Spencers won second place in the first heat and Piani and Verri took second in the second heat, ending up the day with an even score.

The one-mile national championship for the amateurs was also a Newark feature. Fred Spencer, Plainfield; Roy Mobeck, Chicago; Carl Hambacher, Newark; Willie Grimm, Newark; Chris Dotterweich, Newark; E. C. Bendi, New York; Elmer Bundt, Buffalo, and Chester Fisher, East Orange, won their respective heats. Grimm, Bundt, Fischer and Dotterweich met in the first semi-final and Bundt won with Grimm second. Fred Spencer was eliminated in the second semi when Hambacher won with Bendi second.

In the final Hambacher went to the front a quarter-mile to go with Grimm on. Bendi was in third place. Bundt made his bid just as the bell sounded for the last lap and got to the front with Grimm trailing him. In the final dash for the tape Bendi forced Grimm from Bundt's wheel and the trio raced to the tape with Bundt getting the verdict by six inches with Bendi about the same distance ahead of Grimm. After the finish of the mile race the standing for the title, with two more races to be contested, is as follows: Bundt, 13 points; Grimm, 8; Carl Hambacher and E. C. Bendi, 7; Fred Spencer, 5; Larry Seuffert, 2; Earl Adams and Sam Gastman, 1 each.

Another pose of Kramer at the time he was winning amateur championships

Pierre Sergent, the Frenchman, made his third appearance in a match with Reggie McNamara, the Newarker. Mac won in two straight heats, but the showing made by Sergent was a great improvement over his racing with Madden and Walthour that he may yet come around and be able to win.

A third match was a tandem-paced affair between Alfred Goullet and Aleck McBeath. Goullet won by over a half-lap at the finish in 20:05 1-5.

A Class A mile race had the best of the Velodrome talent lined up with the exception of the match race riders. Willie Spencer came strong at the finish in the final heat and beat Alfred Grenda, Arthur Spencer and Ray Eaton for the money. Gus Lang won the two-mile handicap and Fred Hill and David Lands won for the tandem handicap at two miles. Summaries:

Half-Mile Novice—Won by George Manger; second, Jerry Gordasco. Time, 2:07 1-5.

One-Mile National Championship, Amateur—Won by Elmer Bundt; second, E. C. Bendi; third, Willie Grimm; fourth, Carl Hambacher. Time, 2:43.

One-Mile Class B, Amateur—Won by Frank McManus; second, Jack Davis; third, Mike Dolan; fourth, Harry Young. Time, 2:10 3-5.

Two-Mile Handicap, Amateur—Won by Roy Mobeck, 100 yards; second, E. C. Bendi, 50 yards; third, Sam Gastman, 95 yards; fourth, Fred Kramer, 100 yards. Time, 3:58 2-5.

One-Mile Class A, Professional—Won by Willie Spencer; second, Alfred Grenda; third, Arthur Spencer; fourth, Ray Eaton; fifth, Eddie Madden. Time, 2:02 2-5.

Two-Mile Handicap, Professional—Won by Gus Lang, 70 yards; second, Cecil Walker, 40 yards; third, Lloyd Thomas, 90 yards; fourth, Tom Bello, 110 yards. Time, 3:45.

Two-Mile Tandem Handicap, Professional—Won by Fred Hill and David Lands, 80 yards; second, Clif Papworth and Lloyd Thomas, 100 yards; third, Gordon Walker and Fred Weber, 80 yards; fourth, Floyd Krebs and Andrew Watts, 150 yards. Time, 3:30 3-5.

Frank L. Kramer with two other champions. At the left is Arthur Spencer, champion in 1917 and 1920; Marcus Hurley, amateur champion from 1901 to 1904, and world's champion amateur in 1904, is in the center, and Kramer is at the right. Photo taken at the Newark Velodrome.

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

When Frank L. Kramer announced his retirement after his race last Sunday at the Newark Velodrome the bicycle game lost the greatest athlete in the world.

* * *

The 25-miles amateur championship of England was run at London on June 24 and A. White won in 1:10:03 4-5. A. Theaker was second and C. C. Burger third.

* * *

A. Zanaga won the junior road championship of Italy late in June. The distance was 165 miles and the winner was timed in 9 hours and 42 minutes. Gordini was second and Molon third.

* * *

Two Holland championships were run on July 4. In the professional class H. Wankman won, while M. Vandyck captured the amateur event. Vandyck will no doubt represent Holland in the world's championships at Liverpool.

* * *

Walter Rutt, the German sprinter who suffered a slight concussion in a tumble at the Treptow track, near Berlin, several weeks ago, has recovered and is racing again. At the same track where he was injured he won a scratch race on July 7 from Hoffman, Oscar and Tietz.

* * *

The English selections for the world's championships at Liverpool late this month and early in August include the following: Sprinters, H. T. Johnson, W. A. Ormston, G. Owen, H. E. Ryan and A. White; road riders, W. T. Burkill, C. F. Davey, F. H. Dredge and P. Morris.

* * *

At Celtic Park, L. I., the Eccentric Firemen will hold a set of games and bicycle races on Sunday, August 6. The bicycle events include a one-mile open and a ten-mile team race. This marks the joint first meet since the A. B. L. and N. C. A. agreement, both working with the A. A. U.

* * *

On July 2 at the Newark Velodrome Roy Mobeck, the Chicago amateur, won the one-mile lap race in 1:55. This betters the old record of 1:55 3-5, which was made by the late Jack Hume at Salt Lake City, July 28, 1906, and Mobeck's name will now go down as the record holder for the distance in the National Cycling Association's record book.

* * *

George Chapman, champion pace follower of America in 1920 and 1921, made it three straight at Nat Butler's Revere Beach Cycle Track, Wednesday night, July 19. Reports from up Revere way say that George had everything and won rather handily. Motor trouble and tire trouble affected the others, but barring that Chapman was the best, according to the best of authority.

* * *

Bad weather has surely hit the New England promoters. Last Friday's races at New Bedford had to be abandoned, while at Nat Butler's Revere Beach Cycle Track, Saturday night, July 22, the paced race had to be abandoned after the riders had gone a few miles, the track being wet and dangerous to race on. The sprint part of the program had been finished, however, and Willie Keller, the Newarker, defeated Bobby Walthour, Jr., in a special match, Keller taking the event in straight heats. Leo Maggoli won the pro. handicap at two-thirds-mile and Frank Cavanagh took the five-mile open from Willie Keller, Ralph Spiers and Archie McDonald. Joe Reni, of Newark, and Michael Verrocia won the amateur races, Reni taking the unknown distance and Verrochia the handicap.

* * *

By taking the one-mile amateur championship at the Newark Velodrome, Sunday, July 23, Elmer Bundt, the Buffalo amateur, added five points to his score, making 13 in all. Bundt is now five points, or a full race, ahead of the second man, Willie Grimm, the Newarker. E. C. Bendi, of the U. S. I., and Carl Hambacher, the Newarker, are tied with seven points each. Fred Spencer, of Plainfield, N. J., who was touted as the winner earlier in the season, has five points and is practically out of the running.

Leonard Harten, new amateur champion of New England

* * *

One of the best team races seen around Father Knickerbocker's stamping ground in some moons was the two-hour event staged at the New York Velodrome on Friday, July 21. It was a bear and that is about the best way to express it, and the big crowd that turned out for the races were well rewarded. The conditions of the race called for a sprint every two miles. This and the added attraction of one of Uncle Sam's brand new dollar bills to the team that was leading each lap kept the cyclists ankling away at a merry clip. A real six-day "jam" was started late in the race and there were some mighty tired bicycle riders when the hostilities ceased about four miles later on. Another race similar to that one would surely pack the place, as the fans showed that they relished that kind of racing.

* * *

The Amateur Bicycle League of America tryouts for the national championship at Atlantic City will be held from July 30 to August 27. On July 30 the Juniors will have a quarter-mile sprint and a mile unpaced, while the Seniors compete in a quarter-mile sprint and a five-mile unpaced. On August 6 the Seniors will have a third-mile sprint, a half-mile sprint and a one-mile sprint, while the Juniors will have a third and a half-mile sprint. Rain date will be August 13. The Manhattan, Southern New York, Bronx and Richmond Borough riders will compete in the above trials on Mosholu Parkway in the Bronx. Brooklyn and Long Island riders will hold their trials on August 20 and 27 with rain date on September 3. The same events will be run on the Ocean Parkway for the Long Island riders as will be run for the Manhattan and other cyclists.

Eaton Leads *In* Title Race

BY taking the third-mile race, the second event of the second series in the 1922 national championship struggle, Ray Eaton, champion in 1919, went into the lead, Ray now having 22 points to 21 for Willie Spencer. Arthur Spencer, champ in 1917 and 1920, is in third place with 14 points, while Alfred Goullet, who beat Frank Kramer in the semi-final, Willie Spencer in the grand semi-final and ran second to Eaton in the final, is holding down fourth place with 13, one more than Kramer has.

In the race for first and second in the final Eaton took the lead and Goullet tried to go by him in the stretch. Ray met Goullet's jump and then slowed down. When Goullet tried again to get by him as the pair entered the back stretch Eaton again met Goullet's efforts and then hit it for home, Ray winning by a half-length or so. Willie Spencer then met Orlando Piani in the race to decide third and fourth places and Willie won.

The heats were won by Kramer from Hans Ohrt, Eaton from Aleck McBeath, Willie Spencer from Cecil Walker, Piani from Reggie McNamara, Art Spencer from Jake Magin, Alfred Grenda from Bobby Walthour, Alfred Goullet from Eddie Madden and Francesco Verri from Pierre Sergent. Willie Spencer defeated Verri in the first semi-final; Eaton won from Grenda in the second, while Piani annexed the third from Art Spencer. Kramer and Goullet met in the fourth and Goullet won, this marking the first time this season that Kramer has been eliminated from the championship finals. Goullet defeated Willie Spencer in the first grand semi-final and Eaton won from Piani in the second. The championship consolation was won by Grenda in an eye-lash finish with Art Spencer. Verri was third and Kramer fourth.

Pierre Sergent, the Frenchman, and Bobby Walthour, Jr., met in a match race, and it looked as though the French sprinter would score a win after he took the first heat in rather easy style, but he lost out in the second and third heats to Bobby Junior. The two Alfs, Goullet and Grenda, engaged in a ten-mile tandem-paced race and when it came sprinting time it was somewhat difficult to discover whether Grenda and Goullet were having a match race, or whether Gus Lang and Alfons Verraes, pacing Goullet, and Jake Magin and Willie Hanley, pacing Grenda, were out to see which was the best tandem team. The going got so rough that Grenda let go his pacing team and coasted home, Goullet winning, but Lang and Verraes beat him home, if that means anything to them.

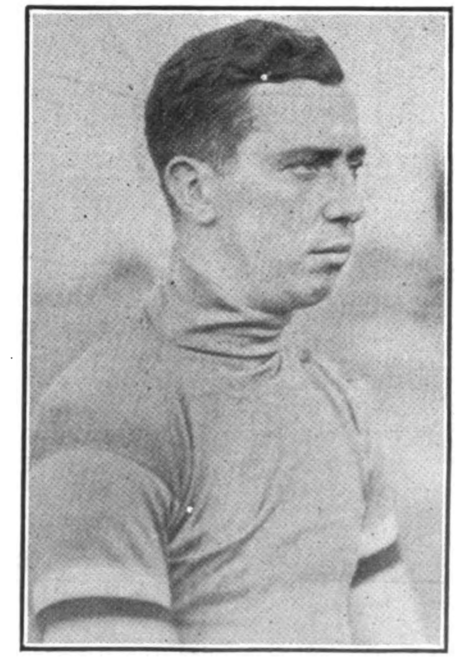
The two-mile tandem record of 3:35, which is held by Alfred Grenda and Gordon Walker, came near going by the boards in the two-mile handicap for two-seated mounts. Anthony Young and Charley Osterritter, 100 yards, won from Gus Lang and Alfons Verraes, scratch, and Young and Osterritter were clocked in 3:34 1-5, with Lang and Verraes a short distance back of the winners. Had Lang and Verraes started earlier they might have won and hung up a record that their grandchildren would have been proud of. A zipping two-mile handicap went to Aleck McBeath, the Australian, who had ten yards start. Mac beat another Mac, Reggie McNamara, a scratch man, in 3:48 2-5.

Fred Spencer, the Plainfielder, annexed the two-mile invitation for the amateurs on a wheel he had just purchased. Fred had his training room ransacked and he was cleaned out of wheels and everything and had to buy a bicycle to ride that night. Elmer Bundt, the Buffalo rider, won the amateur handicap at two-thirds-mile and Joe Palmier, who flivered across the continent, took the Class B race. Summaries:

Two-Third-Mile Handicap, Amateur—Won by Elmer Bundt, 30 yards; second, Walter Skarbek, 60 yards; third, E. C. Bendi, 15 yards; fourth, John Otto, 40 yards. Time, 1:15.

One-Mile Class B, Amateur—Won by Joe Palmier; second, Michael Dolan; third, Michael Ulrich; fourth, Frank McManus. Time, 2:02 4-5.

Two-Mile Class A, Amateur—Won by Fred Spencer; second, Paul Ottofaro; third, E. C. Bendi; fourth, Willie Grimm. Time, 4:00 2-5.



Ray Eaton, champion in 1919, who is now leading the professional sprinters in the American championship for 1922 with 22 points, one point ahead of Willie Spencer, the second man

Two-Mile Tandem Handicap, Professional—Won by Anthony Young and Charley Osterritter, 100 yards; second, Gus Lang and Alfons Verraes, scratch; third, John and Menus Bedell, 50 yards; fourth, Tommy Smith and Charley Jaeger, 125 yards. Time, 3:34 4-5.

Two-Mile Handicap, Professional—Won by Aleck McBeath, 10 yards; second, Reggie McNamara, scratch; third, Cliff Papworth, 50 yards; fourth, Tom Bello, 110 yards. Time, 3:48 2-5.

GOOD BATTLE FOR TITLE

THERE is certainly a good battle for the title of American sprint champion for 1922. Ray Eaton, champ back in 1919, is now in the lead, Ray having the edge on Willie Spencer by one lone point, Ray having 22 to 21 for Willie Spencer. Art Spencer has 14 tallies, one more than Alfred Goullet, while Goullet leads Frank Kramer by a lone point. Orlando Piani and Francesco Verri, Italians, have four and two, respectively.

The championship is decided in two series of six races each, the quarter-mile, third-mile, half-mile, mile, two-mile and five-mile, being the races. Four more races are to be run for the title. The standing of the championship after the finish of the second race in the second series is as follows:

Races

	First Series						Second Series		
	1-4	1-3	1-2	1	2	5	1-4	1-3	Pts.
Eaton	2	0	5	5	0	0	5	5	22
W. Spencer ..	5	2	0	3	3	3	3	2	21
A. Spencer ...	3	5	2	2	0	0	2	0	14
Goullet	0	0	0	0	5	5	0	3	13
Kramer	1	3	3	1	2	1	1	0	12
Piani	0	1	1	0	1	0	0	1	4
Verri	0	0	0	0	0	2	0	0	2

GULDAGER IS WINNING

WALTER GULDAGER, who used to ankle around Newark, is racing in Denmark. At a meeting at the Ordrup track in Copenhagen on June 18, Guldager made the fastest lap trial for a quarter-mile, his time being 29 4-5 seconds as against 30 seconds for Sibbitt and 30 3-5 for Peeters, former Grand Prize of Paris winner and amateur world's champion. Guldager also finished third to his brother, Oscar, and Ed Hansen in a scratch race. Norman Hansen, who used to race for real money in America and went back to Denmark and was reinstated as an amateur, finished second to Peeters in an amateur race.

At Saint Omer, France, June 18 and 19, Bob Spears, the lanky sprinter from Australia, was the star. Spears on the first day defeated Meurger and Capron in a match race. Spears also tried for the lap ¼-mile record of the track held by himself at 26 2/5 seconds, Spears doing 27 4/5. The same day, Meurger defeated Ellegaard, the Dane, in a match, Meurger taking the first and third heats. On the second day, Spears beat Ellegaard and Meurger in a match, Spears taking all three heats. In a open race, Meurger won from Ellegaard and Nempon.

Bob Spears Has Strenuous Going

WHEN Bob Spears, the Australian sprinter, captured the Grand Prize of Paris for the third time at the Velodrome Vincennes, he was defeated in his semi-final, but he won the repeschage for those eliminated in the semi-finals and then won in the final.

Spears met Caesar Moretti, the Italian, in the first semi-final of the Parisian classic, along with Jules Dhossche, the Belgian, and Paul Texier, France. Moretti defeated Spears by almost a length, Dhossche being third.

In the second semi-final Bill Bailey, England; Maurice Schilles, France; Gabriel Poulain, France, and Emil Otto, Belgium, met and that is the way they finished. Gerard Leene, Holland, defeated Mario Bergamini, Italy, and Jacquard, France, in the third. The repeschage heat was then run and Spears came home in front of Poulain by a wheel with Schilles third.

In the final, Spears, Bailey, Leene and Moretti lined up. Bailey went to the front followed by Spears, Moretti and Leene. Bailey led the sprint and he and Spears fought hard throughout the last 100 meters, with Spears getting the verdict by a quarter-wheel. Moretti was the same distance back of Bailey and Leene was a half-wheel back of Moretti.

In the Grand Prize of Paris for the amateurs the heats were run in the morning with Lucien Michard, G. Paillard, Rocher, Masson, Morel, Guasco, J. Paillard, Loche, Leene, Lefevre, Choury and Guillemin winning. Michard won the first semi-final; Guasco, the Italian, the second; Lefevre, the third, and G. Paillard won the repeschage for the semi-finals. Michard won the final from Guasco by a length. Guasco was a wheel ahead of Lefevre, who was two lengths in front of Paillard.

On Saturday, July 8, the Esperance Prize, a repeschage for the riders eliminated in the heats of the big race, was run. The winners of the four semi-finals of the repeschage went into the semi-finals of the classic the following day. The semi-finals were won by Paul Texier, Mario Bergamini, Jacquard and Emil Otto.

The race for French riders on Saturday's program was accounted for by Maurice Schills, who beat Joe Peyrode and Couder. In the race for other than French riders Caesar Moretti, Italy, won from Bergamini, Italy, and Gerard Leene, Holland. French riders and other than French entrants met in a race and France won with six points to 15 for the strangers. The finish was Couder, France, Peyrode, France; Schilles, France; Leene; Bergamini, quit; Moretti, punctured.

On Sunday, July 2, the heats of the Grand Prize of Paris were won by Jules Dhossche, Belgian; Jean Louis, Belgian; Caesar Moretti, Italy; Maurice Schilles, France; Gerard Leene, Holland; Bill Bailey, England; Gabriel Poulain, France and Bob Spears, Australia.

Lucien Michard, a French amateur, accounted for the 600-meter scratch race called the Prix Alfred Riguelle. Lefevre was second, Moral third and Guillemin fourth.

A 600-meter professional handicap, the Friol Prize, which was named after the late Emil Friol, three-time winner of the Grand Prize of Paris and French and world's champion, was captured by J. Louet, who beat Caesar Moretti, Italy; Perrine, France, and Gerald Halpin, Australia. Rohrbach, Gallet, Devoissoux and Massicot was the way the course de primes races was finished. This race was called the Breton Prize and was named after Petit Breton, who lost his life in the World War.

A 50-kilometer (31.6 miles) motor-paced race, called the Lapize Prize, and named after Octave Lapize, another war victim, was won by Fernand Larrue in 49:51 3/5. Catudel was second, Marcel Godivier, third, Paul Guignard, fourth.

BELGIAN WINS TOUGH RACE

FIRMIN LAMBOT, the Belgian road rider, accounted for the strenuous Tour of France, which finished Sunday, July 23. The distance is 3,340 miles divided up into fifteen stages, with a one-day stop at the termination of each stage. Lambot's actual time was 222 hours, 9 minutes and 54 seconds. Jean Alavoine, the Frenchman, was second in the strenuous trip, which carried the riders around the Atlantic coast line of France to the Bay of Biscay, along the Spanish frontier to the Mediterranean, the Swiss frontier, through Alsace-Lorraine. The list of starters included 28 first-class riders and 111 second-class performers.

Cecil Walker, the Australian sprinter, who performs at New York and Newark.

This marked the second time that Lambot has accounted for the Tour of France. In 1919 he won with Jean Alavoine, who finished second in this year's race, second. Leon Scieur, Belgium, was the winner in 1921, while Phillip Thys, Belgium, won in 1920 as well as 1913 and 1914. No races were run from 1915 to 1918 on account of the war. The results of the first four stages follow:

The first stage of the race was run Sunday, June 25, from Paris to Havre, a distance of 236.7 miles. Robert Jacquinot, France, won in 15 hours, 11 minutes and 48 seconds. Eugene Christophe, France, was second; Jean Rossius, Belgium, third; Felix Sellier, Belgium, fourth; Hector Tiberghien, Belgium, fifth; Leon Scieur, Belgium, sixth; Romain Bellenger, France, seventh; Phillip Thys, Belgium, eighth; Leon Despontin, Belgium, ninth, and Gaston Degy, France, tenth.

Romain Bellenger, France, won the second stage on June 27. The course was from Havre to Cherbourg, a distance of 226.1 miles and he was timed in 15 hours, 7 minutes and 53 seconds. Phillip Thys, Robert Jacquinot, Victor Lenaers, Jean Alavoine, Emil Masson, Felix Sellier, Jules Matton, Hector Heusghem and Leon Despontin was the order of the next nine.

Jacquinot, the French rider, accounted for the third leg of the strenuous race from Cherbourg to Brest, a distance of 251.6 miles, on June 29. His time was 17 hours, 34 minutes and 44 seconds. Honore Barthelemy, France; Romain Bellenger, France; H. Heusghem, Belgium; Federico Gay, Italy; Eugene Christophe, France; Gaston Degy, France; Jean Rossius, Belgium; Victor Lenaers, Belgium, and Firmin Lambot, Belgium, trailed him home.

The fourth actual riding day of the tour, July 1, saw the riders go over the route from Brest to Les Sables-D'Olonne, a distance of 256 miles. The winner was Phillip Thys, Belgian, who was timed in 15 hours, 16 minutes and 24 seconds. Gay, the Italian, was second, and H. Heusghem, Belgium, third. Christophe, Dhers, Selier and Despontin trailed him.

New Transcontinental Bicycle Record

By Charles Fuller Gates

NINETEEN years ago three automobiles and a motorcycle were used by transcontinental record breakers. The motorcycle rider, George A. Wyman, required 50 days to make the ride from San Francisco to New York, and finished exhausted with machine showing many replacements and repairs. The automobile teams each finished worn out and with machines badly worn and tales of hard struggles all the way. On July 13 a young man finished the transcontinental ride on a Pierce bicycle in less than half the time required by the automobiles and 21 days quicker than the motorcycle of 1903, and the rider was feeling fresh and ready to repeat the stunt while the bicycle showed no wear aside from tire troubles and replaced spokes, though the wheel was a racing wheel and using light tires.

Clarence W. Wagner, the 23-year-old boy from Terre Haute, Indiana, in his record ride from the City Hall in New York to the City Hall in Los Angeles, covered 3,316.5 miles, according to his Veeder cyclometer in 28 days and 4¼ hours, arriving on Pacific time at 4:30, having left New York at 12:15 P. M. Eastern time. Thus his actual time would be only an hour and fifteen minutes over 28 days, while the prevous record made by "Bob" Lawson in 1919 was 35 days.

This ride is remarkable, when the daily average of 120 miles is taken into consideration, for this side of the Mississippi River there is very little pavement and the dirt roads were so heavy from rain that several times he had to carry his wheel or walk the railroad bed and lead the wheel. While in the 1,000 miles and more of desert a sand storm and the daily trade wind delayed him.

Not having made proper arrangement for the trip with tires placed along the way, as is usual with record breaking, much time was lost from tire trouble, as the rocky roads cut the tires.

Wagner, who is the son of a farmer at Terre Haute, Indiana, has been working as a florist since the World War, when he served for 22 months in the balloon section of the Air Service, and was not quite 23 years old when he began his record ride across the American continent. For several years he has competed in bicycle races as an amateur, his riding being in and about his home town. He is of medium size, standing about 5 feet 11 inches and weighing about 170 pounds, and just an average American boy, full of energy and good health. When he planned this now successful long record run he had had no experience in record work and had not been over the roads, as is usually done by record breakers.

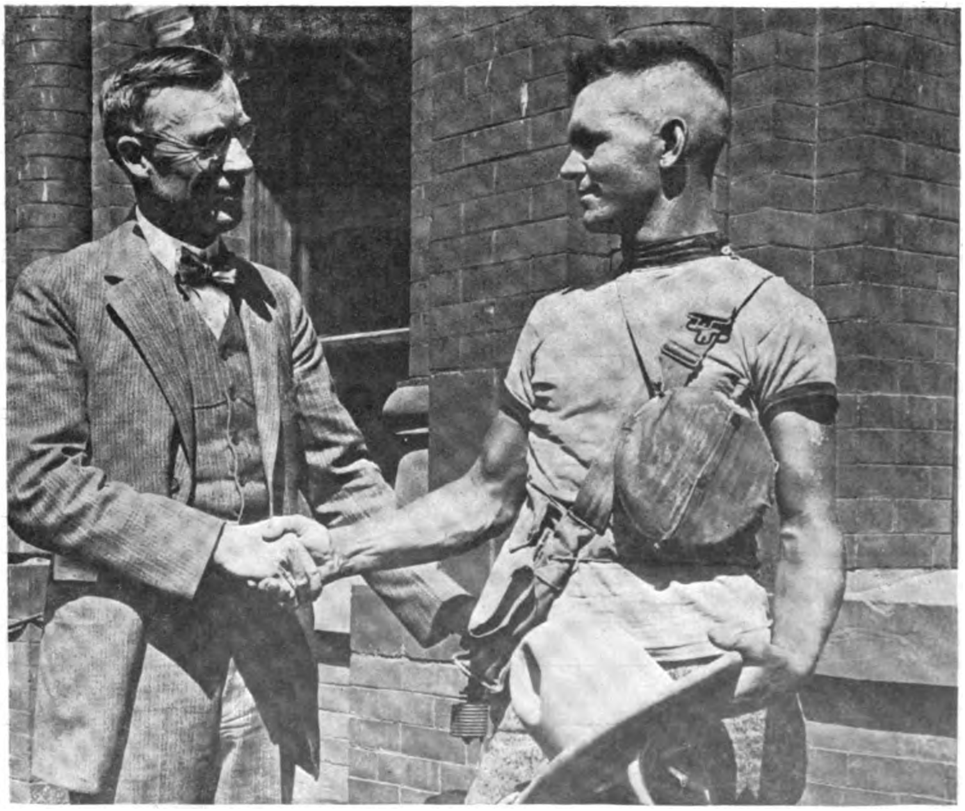
The Terre Haute bicycle dealers backed up Wagner, knowing him so well, and Vernon R. McMillan, of the J. W. Sayre & Co. bicycle establishment, who had served overseas with Wagner, acted as his manager to a certain extent. Mr. McMillan arranged with the Cycle Trades of America to look after the start at New York and the writer, now with the Appeal Manufacturing and Jobbing Company in Los Angeles, to welcome the record breaker at the Pacific end of the ride. Palmer tires were sent to one or two points along the route and Wagner was given some extra tires, spokes and similar extra parts for emergency use and letters from the Mayor of his home town, the Governor of Indiana and the commander of the local post of the American Legion were secured and Wagner headed for New York, where he was to start on his 3,300 mile ride.

The Century Road Club of America and the Amateur Bicycle League of America supplied the necessary checking arrangements to make the transcontinental record official, postmasters all along the route marking the record book with the postoffice cancelling stamps and private citizens also registering at each town.

Leaving New York officially and sent off by the President of the Board or Aldermen of New York, Wagner was accompanied for about 75 miles by two New York riders, who piloted him on a bee line for Reading, Pennsylvania, thus saving some distance over the Old Trails Route via Washington.

From Reading, the route was along Southern Central Pennsylvania, crossing the Ohio line nearly west of Pittsburg to Middleburn, Ohio, the average daily mileage for these first five days being 132 miles. On the second day there was a rain for three hours between Reading and McConnellsburg, but the paved road though slow was free from mud.

On the seventh day Wagner reached his home town of Terre Haute and a big crowd turned out to welcome him, motion pictures and snap shots were made, extra tires taken on and over two hours' time used up here. At Allentown, Pa., the first day, the Le-



Mayor George Cryor, of Los Angeles, congratulating Clarence Wagner on his record-breaking trip across the country

gion boys also gave Wagner a reception, as he soldiered there. In fact, the police made them move onto a side street to avoid holding up traffic.

At Indianapolis, Governor McCray waited three hours to shake hands with the bicycle record breaker to whom he had sent a letter of introduction, but Wagner was anxious to spend too much time in his home town to make a stop in Indianapolis. On the eighth day Wagner stopped two hours in St. Louis, as the bicycle boys there were anxious to entertain him.

The daily program was generally a start at daylight and road plugging all day and as late into the evening as light would permit, with only short stops to eat and occasionally for tire troubles. Time and again glass and other foreign substance on the roads made such big cuts that it was necessary to substitute a new tire, which meant removing the wheel from frame and securing the new tire to rim with tire tape only. Thus the number of hours spent on the road during the whole 28 days averaged 12 hours and 40 minutes a day or 355 hours for the whole trip.

East of the Mississippi, pavement all the way made a big difference in the riding, there being 1,050 miles of continuous pavement. Out of Kansas City alkali water made Wagner ill, but he covered 104 miles on this day in spite of the illness. This was the only time the water affected him, while his good digestion made it possible to eat at any hour convenient and usually lunches picked up at grocery stores along the road made up most of the meals.

Rain delayed him several times, being encountered on five days, all east of Albuquerque. Between Burlingame and Hillsboro in eastern Kansas the record breaker had 60 miles of wet roads, and two days later near Dodge City he had 49 miles of wet road, again cutting down his mileage. Then the next day, when West of Garden City he passed through two showers and had to walk and carry his bicycle for three miles with 20 miles of mud riding, but with about 15 hours on the road that day was able to cover 132 miles.

On July 1 the rain obliged Wagner to take to the rough railroad bed and walk 12 miles, though for 30 miles he plowed through the mud. This was between Trinidad, Col., and Las Vegas, N. M., and another 15-hour day. The next day he had more wet road for eight miles. At Albuquerque it was necessary to overhaul the bicycle, truing up both wheels and putting on new tires. So leaving Albuquerque only about half day of riding was put in, the mileage being but 75 miles for the day. He would have ridden late into the evening but the next town was 35 miles away on the desert and no place between to stop or get water.

On July 3, 4, 5 and 6 each day's mileage was cut down because of desert conditions and long distance between towns where the record breaker considered it best to quit early for fear of being overtaken by darkness and thirst on the New Mexican desert.

At Canon Diablo in Arizona a sand storm was so severe that Wagner had to stop at 3 o'clock in the afternoon, and clear across Arizona and the California desert the daily average was but 84 miles. Time was lost in the desert on account of the heavy sand riding, as several hundred motor cars pass each way daily and at this time the desert roads are at their worst; besides the heat and the sharp rocks caused a lot of tire trouble.

The last two nights before reaching Los Angeles Wagner slept in auto camps in the desert where darkness overtook him. The first was 11 miles west of the Colorado River and the other in Cajon Pass.

On the last day of his wonderful record run Wagner wired the writer from San Bernardino at the foot of Cajon Pass, 62 miles east of Los Angeles at 9 o'clock that he would be in town by 2 o'clock, and as I had expected him to arrive on the 13th I had notified the newspapers and enthusiasts the day before to be ready. So on receipt of the wire from San Bernardino a lot of Los Angeles cycle dealers and the newspapers and camera men were notified to be at the City Hall at 2 P. M.

About 2 o'clock a lot of bicycles appeared at the Municipal Building and reporters, photographers and bicycle enthusiasts began to look up Broadway for a dusty bike rider to appear. The fans did this for two hours and after 4 o'clock Mayor Cryer and the others went home. Meanwhile Walter Sanstrom, of John T. Bill & Co., and the writer drove out to South Pasadena and crossed to the Valley Boulevard, expecting to find Wagner on some of the roads to the east of the city, possibly broken down from an accident with a motor car.

But at 4:30 P. M. when everybody had given up looking for "Crazy Horse" Wagner, he telephoned the Appeal Manufacturing and Jobbing Company from the City Hall and asked for Gates, who at once mounted a bicycle and beat it to the City Hall where a dusty bicycle with both tires nearly hidden by tire tape reclined against the curb and up on the big steps leaning against a column was a movie cowboy with knee breeches and golf stockings instead of chaps and high boots. Wagner had secured a high crown Stetson when he struck Arizona, and with bare arms and sun burned face and arms looked the cowboy.

The record breaker had left his letter from the president of the New York Board of Aldermen to the Mayor of Los Angeles at Mayor Cryor's office, detached the cyclometer gear on his front wheel and called his record breaking trip over. The morning newspapers interviewed and photographed him, and it was 8 o'clock before he got the square meal he had been waiting all day for, as his light breakfast in Camp Cajon with auto tourists and some cheese and crackers at Monrovia left him good and hungry.

Wagner met Mayor Cryor the next day. His Honor congratulated the record breaker on his fine ride across the continent and they were photographed together in front of the City Hall, but the daily papers gave very little space to the transcontinental bicycle record on account of the horrible murder case which broke at this time and crowded a lot of real news out of the newspapers.

How the youngsters doll up for a pageant on the Coast

Big Crowd Sees Champion Win

BEFORE a crowd that was said to be a record-breaker for Nat Butler's Revere Beach Cycle Track, up Boston way, George Chapman, of Newark, N. J., who won the paced title in 1920 and 1921, annexed the 50-mile race that carried with it the title of champion paced rider of America for 1922. Chapman had plenty of speed and was not in any great danger throughout the race.

George was opposed by George Wiley, a former champion back of the motors; Clarence Carman, another former title holder; Percy Lawrence, the San Francisco rider; Vincent Markey, of Passaic, N. J., and Jackie Clark, the former "Rocket," who is now following the motors.

The champion rode a perfect race. He jumped into the lead at the start and held the position to the finish. He was several laps to the good of Wiley, the second man. Clark, who is showing improvement in his paced riding, was third in the race. Vincent Markey landed fourth and Percy Lawrence took the fifth place. Carman dropped out of the race at 46 miles with tire trouble. The time of the race was 1 hour and 12 minutes.

The field offered a lot of lively entertainment scrapping for runner-up position. The place was held by nearly every one of the other riders and all pedaled in hot pursuit after the champion who was fit and fine for one of the greatest classics of the season.

Immediately after the paced title race the triple-plate champion was presented with a medal emblematic of the title as well as a jersey, and he received a great hand when he did his usual tour of honor.

The sprint events on the program also furnished the crowd with good competition. Frank Cavanagh, the Irish giant from Newark, N. J., defeated Willie Keller, his townsman; Ralph Spiers, Revere, and Archie Macdonald, Newton, in the five-mile pro. open. The time was 12:03 3-5. The third-mile handicap for the same class was accounted for by Fred McKenzie, 95 yards. Fred beat Archie McDonald, 70 yards; John Barry, 90 yards, and Bert Carmody, 73 yards. The time was 35 1-5 seconds.

Two amateurs races were also contested. In the miss-and-out race Frank Hughes, Arlington, won from Joseph Reni, Newark; Leo Maggoli, East Boston, and Frank Logan, son of old Pat Logan. The race went two miles and the timers caught the winner in 5:05 1-5. A half-mile handicap for the "Simons" was won by Anthony Bernard, 105 yards, with Tom Logan, another son of Pat's, finishing second from 95 yards. Rocky Caputio, 45 yards, ran third, and Fred Hansen, 85 yards, fourth.

George Chapman, three-time winner of American paced championship

ACTION IN TEAM RACE

THERE was plenty of strenuous action at the New York Velodrome on Friday night, July 21. A two-hour team race with 19 of the best teams that could be paired up was the stellar attraction of the evening, and there was plenty of action to keep the fans going from the starter's gun to the finish. Two records went by the board. In the first hour the riders covered a total of 27 miles and 1,385 yards. The best previous record in six-day racing was that made at Madison Square Garden in 1915 by Harry Kaiser and George Cameron, who covered 26.6 miles in the first hour. In the two hours the leaders covered 55 1-6 miles, as against the six-day race record of 50.9 miles made by Iver Lawson and Eddie Root at Madison Square Garden in 1915.

Fast action was assured when the management donated a dollar to the leading team in each lap. The conditions of the race called for a sprint each two miles with the winning team scoring seven points; second team, three; third team, two, and fourth team, one. The final sprint, which was at 56 miles, slightly over the two hours counted 25 for the winner; 15 for second, ten for third and five for fourth.

After the final sprint, which was won by Alfred Grenda, of the Grenda-McNamara team, the team of Grenda and McNamara had a score that showed 90 points gained in the 28 sprints, they being 11 points ahead of Alfred Goullet and Eddie Madden. Cecil Walker and Alec McBeath had 44 points and they took third money, the McBeath-Walker combination being a point in the lead of Willie Spencer and Ray Eaton. Fred Hill and Peter Drobach finished fifth with 38 points. Cliff Papworth and Lloyd Thomas with 33 points took down sixth money and Fred Taylor and Anthony Young scored seventh with 18.

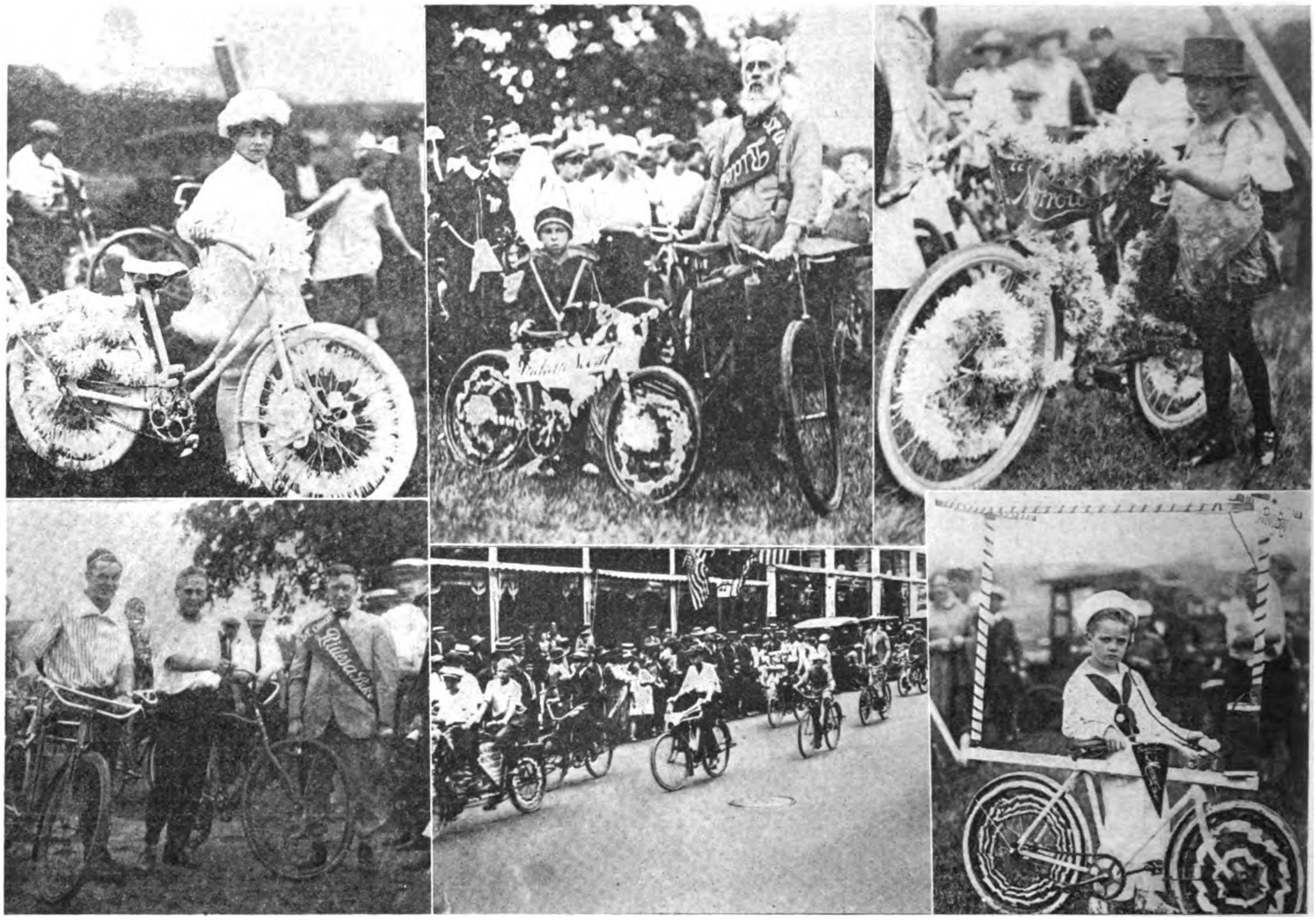
Out of the 28 sprints contested, Goullet won seven; Grenda, four; Willie Spencer, three; McNamara, three; Hill, two, and Eaton two, and Bello, Madden, C. Walker, Young, Lands, Piani and McBeath one each.

The order of finish in each of the 28 sprints follows:

2 **Miles—W. Spencer, Grenda, Young, Jaeger.**
4 **Miles—Goullet, McNamara, Taylor, Lang.**
6 **Miles—Bello, Horan, Jaeger, W. Spencer.**
8 **Miles—Eaton, Piani, Papworth, C. Walker.**
10 **Miles—Grenda, Drobach, Hanley, Jaeger.**
12 **Miles—McNamara, Lang, Goullet, A. Spencer.**
14 **Miles—W. Spencer, Hill, Verraes, Young.**
16 **Miles—Goullet, Kaiser, Eaton, Hanley.**
18 **Miles—Madden, McNamara, McBeath, Thomas.**
20 **Miles—C. Walker, Taylor, Goullet, Drobach.**
22 **Miles—McBeath, Young, Jaeger, Thomas.**
24 **Miles—Grenda, Goullet, C. Walker Kaiser.**
26 **Miles—Hill, Verraes, Madden, Hanley.**
28 **Miles—Goullet, Papworth, Hill, Lands.**
30 **Miles—Eaton, Hill, McBeath, Verraes.**
32 **Miles—W. Spencer, Grenda, C. Walker, Hanley.**
34 **Miles—Hill, Thomas, McNamara, McBeath.**
36 **Miles—Goullet, Eaton, Kaiser, Drobach.**
38 **Miles — McNamara, Hill, McBeath, Thomas.**
40 **Miles—Grenda, Papworth, C. Walker, Goullet.**
42 **Miles—Young, McNamara, Madden, Thomas.**
44 **Miles—Goullet, Grenda, Papworth, Lang.**
46 **Miles—Lands, Madden, Thomas, Drobach.**
48 **Miles—Goullet, Papworth, W. Spencer, Jaeger.**
50 **Miles—Piani, Lang, C. Walker, Madden.**
52 **Miles—Goullet, Grenda, Drobach, McBeath.**
54 **Miles—McNamara, Hill, Goullet, Thomas.**
56 **Miles—Grenda, McBeath, Papworth, Goullet.**

The struggle between the Goullet and Madden and the Grenda and McNamara teams was a good one. At the end of the 40th mile Grenda and McNamara had a total of 49 points to 45 for Goullet and Madden. The latter team had increased their lead until at the 50-mile mark they had 65 points to 55 for the former pair. By taking the last sprint and 25 points Grenda made his team total 90, while Goullet, who had gathered in 15 points, five for finishing fourth in the last sprint, made his team total 79.

A 20-mile motor-paced race ended the program. Brask Andersen, the Dane, won from Percy Lawrence, San Francisco; George Colombatto, Italy, and Willie Appelhans, Germany. The time was 29:23 2-5.



With St. Onge in Minneapolis. Upper left, Caroline Hall, first prize winner; upper center, youngest and oldest in line, Kenneth Lund, six years, and Abner Godfrey, seventy-nine; upper right, Viola Thompson, as Spanish girl, Viola is only six; lower left, John S. Johnson, at right with banner; lower center, parade on Nicollet avenue; lower right, John Sprague, the radio lad

With St. Onge *in the* West

IT was a wonderful bicycle parade that Fred St. Onge, the C. T. A. missionary, staged in Minneapolis, July 15. In spite of wet pavements and low-hanging clouds that threatened any moment to shed barrels of rain, 350 riders —ranging from 5 years old to 79—pedaled their way gaily down Nicollet avenue and out Hennepin in the St. Onge-Minneapolis *Evening Tribune's* sociable ride, the first event of its kind ever put on in Minneapolis.

Five hundred persons, including parents of scores of children who rode in the procession, stood through a hard, pelting rain on the Parade after the ride, apparently unmindful of wet clothes and other discomfort, while Fred St. Onge, famous old time rider, who set the pace on his high wheel, demonstrated the right and wrong ways to ride a bicycle and did tricks for the youngsters.

Following Mr. St. Onge's talk and demonstration, the judges set about their hard job of selecting the winners of the 14 valuable prizes donated by Minneapolis dealers. John S. Johnson, former champion bicycle racer; W. E. Rogers of the New Departure Company, of Bristol, Conn.; M. T. Faulkner, of Syracuse, N. Y., trainer of many famous bicycle racers; Roy T. Burke, of the *Tribune* advertising staff, and Mr. St. Onge were the judges.

Theirs certainly was not an easy task. For instance, in the class for best decorated bicycle—in which both sexes of all ages competed—at least a dozen would have won prizes in any ordinary contest.

Prizes for the best decorated wheels all went to children. Caroline Hall, who won first prize with her dainty white, fur trimmed costume and her small bicycle trimmed with white tissue paper ruffles and flowers, is only 7 years old. Viola Thompson, 6 years old, got second place with her complete Spanish dancing costume in miniature and her wheel trimmed up with purple and white tissue paper.

Third and fourth prizes went to the two most unique wheels in the parade. Lambert Southerland, 10 years old, who won third prize, had built a most realistic camel on his wheel, and he wore a sort of Arab costume, topped off with his dad's Shriner cap. John Sprague, 6 years old, won fourth place with his radio wheel—he had built a miniature radio outfit, with towers and receiving set, on his juvenile wheel.

The judges had a hard time, too, deciding who was going to get that 1922 racing model bicycle for being the neatest Boy Scout in regulation uniform in line. One boy who put up an excellent appearance in a soldier's olive drab uniform cut down to fit him, had to be thrown out because he wore a white collar—which was against regulations.

Donald White, 1613 Clinton avenue, would have got first prize—if he had worn regulation Boy Scout stockings. The judges had Donald all picked for the winner when they discovered those stockings.

Edward Percival, 12 years old, 2416

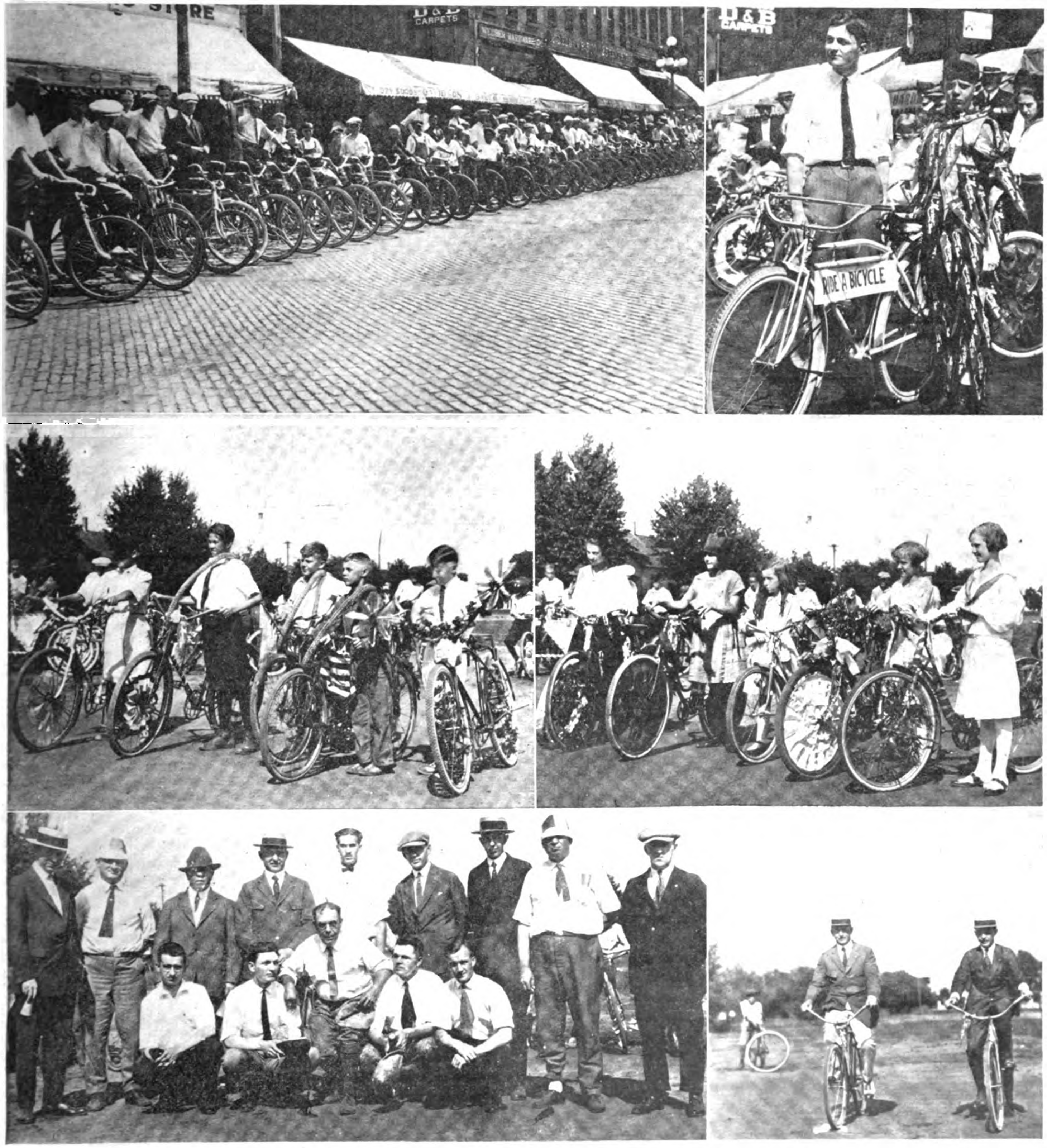
Fourth avenue, south, walked away with the first prize without much competition, after Donald had been thrown out. Edward made a fine appearance. But after he had been given first place, there was a long debate before the winners of second and third places could be picked. William Ekholm, 13 years old, 3800 Second avenue south, and Sylvan Ornstein, 16, 2806 Pleasant avenue, finally were chosen.

Boy Scout troop No. 61, with nine riders in line, got the *Tribune's* silver trophy for the Boy Scout troop turning out the largest number of riders. Mr. Burke presented the trophy—a beautiful silver loving cup to the leader of the troop.

There was close competition among the youngsters competing for the dandy little juvenile model for the youngest rider in line. Kenneth Lund, 3442 Snelling avenue—the little youngster in the Indian costume—won the wheel. Kenneth was 5 years old last February. There were two or three other youngsters in line only a few months older than Kenneth.

"The pluck of the little lads like Kenneth was one of the finest features of the ride," Mr. St. Onge commented later. "Not a single kid had to drop out—and a

(*Continued on page* 68)



With Fred St. Onge at La Porte, Ind. Upper left, a fine line-up; upper right, Floyd Johnson and the Morrow kid; left center, prize winners among the boys; right center, the girls who were prize winners; lower left, some trade people; lower right, E. J. Lonn, left, and A. E. Lonn training for Atlantic City ride

The Twelve Greatest Cyclists

A QUESTION that has grown out of the question "Who are the twelve greatest living American women?" is "Who are the twelve greatest living American cyclists?"

Many cyclists in America, whether American born or naturalized, have made wonderful records on the wheel, records that will not be forgotten for years to come. Such sterling riders as Frank L. Kramer, Arthur Zimmerman, Eddie Bald, Bobby Walthour, Sr., Major Taylor, Alfred Goullet, Jimmy Moran, the Butler brothers, Tom and Nat, Ray Eaton, George Wiley, Clarence Carman, George Chapman Eddie Root, Jackie Clark, and many others have made fame awheel. No one choice would suit everybody, but three choices, one from the editor, and two from men who have spent many years in cycle racing, either as a racing cyclist or as officials, or both, are given:

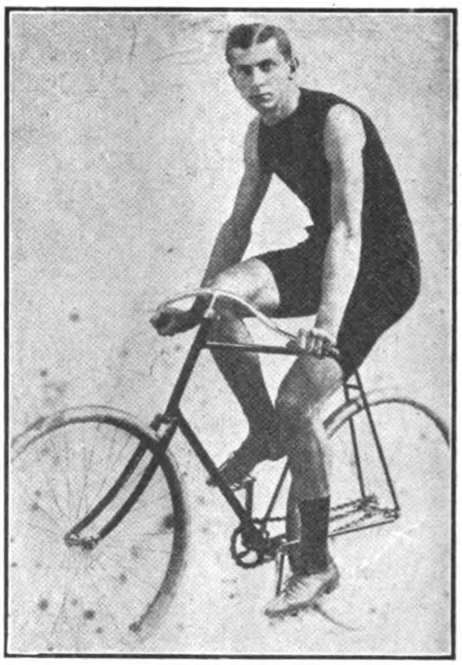
It is interesting to note that in all three lists Frank Kramer, the East Orange marvel; Eddie Bald, the first triple-plate champion; Arthur A. Zimmerman, the first champion; Major Taylor, the famed Negro rider, and Bobby Walthour, Sr., six-day rider and paced champion of old, are mentioned as being entitled to a position among the "Twelve Greatest."

Each list is in alphabetical order, the editor's list following being first:

Eddie "Cannon" Bald.
Nat Butler.
Tom Butler.
Alfred Goullet.
Marcus Hurley.
Frank L. Kramer.
Jimmy Moran
Eddie Root.
Major Taylor.
Bobby Walthour, Sr.
George Wiley.
Arthur A. Zimmerman.

Jimmy Hunter, who has been a racing cyclist, a pacemaker and now manager-pacemaker at the Point Breeze Velodrome, Philadelphia, submits his twelve. Jimmy's selection is as follows:

Eddie "Cannon" Bald.
Clarence Carman.
Ray Eaton.
Joe Fogler.
Alfred Goullet.
Frank L. Kramer.
Eddie Root.
Arthur Spencer.
Major Taylor.
Bobby Walthour, Sr.
George Wiley.
Arthur A. Zimmerman.



Arthur A. Zimmerman, one of the "Twelve Greatest American Cyclists"

Victor Hess, one of the Newark Velodrome officials, and himself a racing man back in the 90's, submits the following twelve, who he thinks were the greatest:

Eddie "Cannon" Bald.
Nat Butler.
Jackie Clark.
Ray Eaton.
Alfred Goullet.
Frank L. Kramer.
Iver Lawson.
Arthur Spencer.
Orlando Stevens.
Major Taylor.
Bobby Walthour, Sr.
Arthur A. Zimmerman.

WITH ST. ONGE IN THE WEST

(*Continued from page 67*)

ride as long as the one we took is some stunt for a grownup, let alone a 5-year-old or a 6-year-old."

Abner Godfrey, 79 years old, son of Ard Godfrey, who built the first house in what is now Minneapolis, won the prize offered for the oldest rider without any opposition. He appeared in rustic costume on a bicycle he bought in 1896 and on which he says he has worn out two cyclometers of 10,000 miles each. And on his feet he wore a pair of boots he bought in Minneapolis 30 years ago.

First prize for being the neatest woman rider—from point of costume and skill with which she handled her wheel—went to Mrs. Amanda Wilson, 70 years, mother of Frank Notestein, a well-known racer of the old days. Mrs. Wilson rode a wheel her son purchased for her in 1900, and fastened to the front fork were cycle path license plates dating back to 1900.

In line were Mr. and Mrs. George van Voorhis, 8 East Twenty-sixth street, who did their courting on those same wheels back in the nineties. Several women riders appeared in knickers.

Another chap who made a hit was George Lincoln Fuller, 15 months old, who rode in a bunting-trimmed seat with a canopy overhead, on the handlebars of his dad's machine.

Escorted by a motorcycle squad and following Mr. St. Onge on his high bike, the cavalcade of bike riders swung down Nicollet avenue shortly after 12:30.

In the van appeared riders who were famous on track and road 20 and 25 years ago. Among them were John S. Johnson, champion racer in his day—who also got a big hand when Mr. St. Onge introduced him to the crowd out on The Parade—and "Rain-Maker" Hanson, who certainly lived up to his reputation.

Mounted on a *Tribune* truck near the head of the parade was the granddaddy of 'em all, a wheel brought out to Minneapolis in 1868. This machine, owned by A. D. Axtell, 311-315 First avenue north, was one of the first bicycles ever made. It followed the original velocipede, which was operated like a child's pushmobile, the rider scuffing his feet along on the ground. The old machine, with its carriage wheels and solid iron framework, got a reception. The prize winners follow:

BEST DECORATED BICYCLE

First—Caroline Hall, 2305 West Fifty-second street. Prize, a new Indian bicycle, donated by Ira Enmark. White costume and wheel decorations.

Second—Viola Thompson, 3121 Thomas avenue south. Prize, a pair of tires, donated by F. A. Varney. Spanish costume and purple and white wheel.

Third—Lambert Southerland, 3104 Colfax avenue south. Prize, bicycle horn, donated by R. D. Adams. Camel built on bicycle.

Fourth—John Sprague, 101 Cedar Lake road. Prize, a pair of pedals, donated by Calhoun Cycle Company "Radio-bike."

NEATEST BOY SCOUT

(In Regulation Uniform)

First — Edward Percival, 2416 Fourth avenue south. Prize, a 1922 model racing bicycle, donated by E. A. Williams.

Second — William Ekholm, 3800 Second avenue south. Prize, a flashlight lamp, donated by the Calhoun Cycle Company.

Third — Sylvan Ornstein, 2806 Pleasant avenue. Prize, a pair of motor-bike handlebars, donated by F. A. Varney.

NEATEST WOMAN RIDER

First—Mrs. Amanda Wilson, 3555 Fremont avenue south. Prize, choice of Pierce Emblem or Iver Johnson bicycle, donated by Peterson Cycle hospital.

Second—Miss Jane Cobb, 3105 Portland avenue. Prize, a gas lamp, donated by J. L. Menard.

Third—Miss Libby Marcus, 1221 Irving avenue north. Prize, a cyclometer, donated by Nels A. Rosenthal.

OLDEST RIDER IN LINE

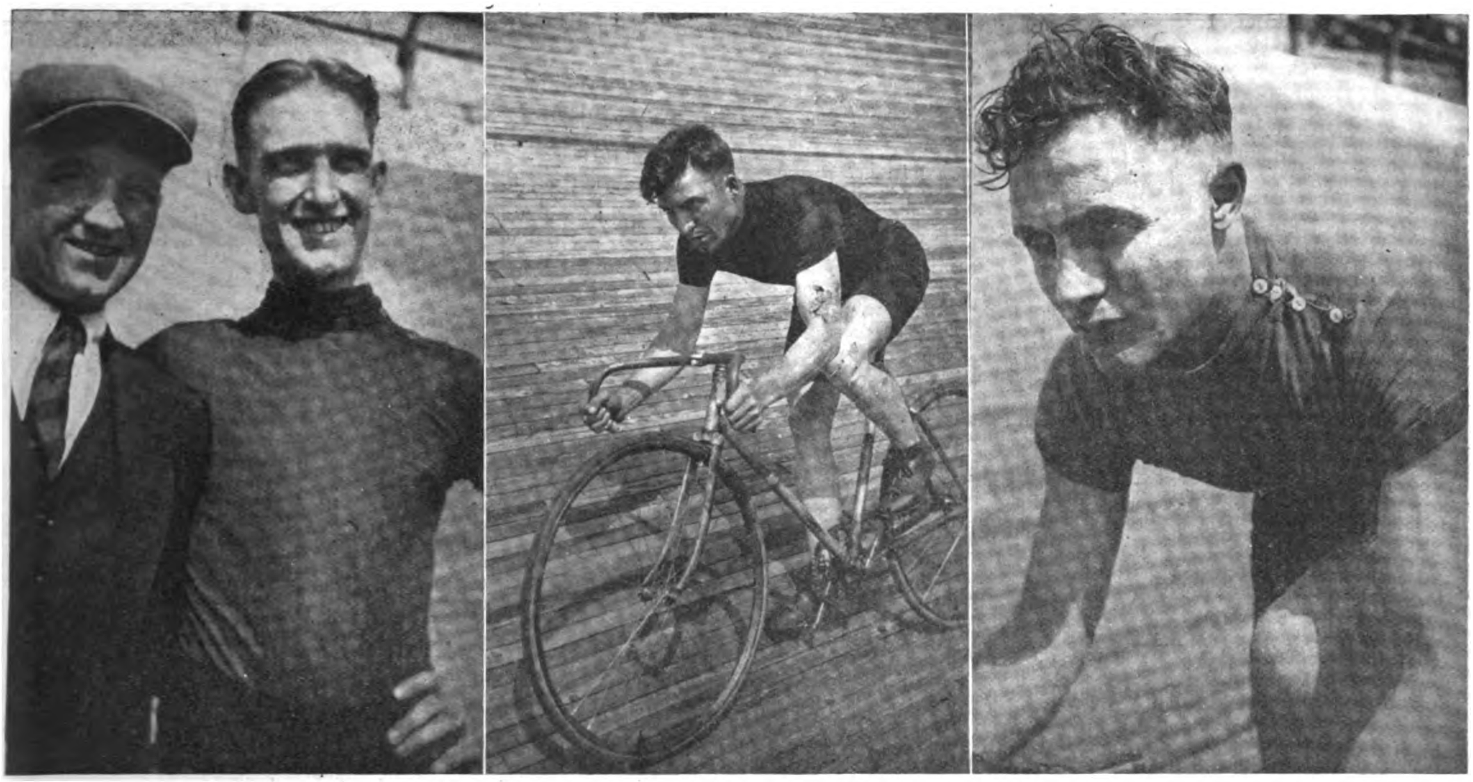
Abner Godfrey, 79 years old, 3045 Harriet avenue. Prize, a pair of tires, donated by Harry Christianson.

YOUNGEST RIDER IN LINE

Kenneth Lund, five years old, 3442 Snelling avenue. Prize, juvenile bicycle, donated by Harry Christianson.

FUNNY MAKEUPS

First—Glen Phillips, 2725 Garfield avenue.
Prize, one pair of tires, donated by the Hall
Second—Frances Farrell, 141 Alrich avenue
north. Prize, a pair of pedals, donated by
Supply Company. Rube on high bike.
the Hall Supply Company. Clown.



Newark and New England professionals at New Bedford. Left, George Chapman, triple-plate paced champion, and Vincent Markey, of Passaic; center, Mike DeOrio, Newark; right, Frank Depanni, Providence

MIQUEL TAKES WEIRD RACE

New Bedford, Mass.—Jules Miquel, the Frenchman, annexed the one-hour motor-paced race at the local track on Monday evening, July 17 Frank Corry, the Australian, was second over a mile and a half back, while Paced Champion George Chapman was put out of the race on the 20th mile. Chapman fell when his tire blew up and was severely shaken up. Corry rode in hard luck and had to switch wheels on account of tire trouble, losing considerable ground.

Vincent Markey, the Passaic rider, uncorked a fine sprint in the three-mile open for the professionals and won from Mike DeOrio, the Newarker, and Louis Gilson, Taunton's pro. A two-mile handicap was taken by Tommy Fitzsimmons, of Newark, who rode from the honor mark. The amateur sprint races were taken by Merrill Brown, of Taunton, and Chick Meyers, of Providence. A five-mile amateur motor-paced race was accounted for by Manuel Nunes, the local Portugese champion, who beat Gene Dufficy, the localite. The time was 8:16. Summaries:

Half-Mile Handicap, Amateur — Won by Merrill Brown, 65 yards; second, Charles Frazier, 100 yards; third, Roland Sevigny, 40 yards; fourth, James Coe, 50 yards. Time, 1:00.

Unknown Distance, Amateur—Won by Chick Meyers; second, Leonard Harten; third, Fred Jarvis; fourth, Frank Frazzini. Time, 4:43. Distance, 2 miles.

Two-Mile Handicap, Professional—Won by Tommy Fitzsimmons, scratch; second, Frank Depanni, 10 yards; third, Vincent Markey, 20 yards; fourth, Louis Gilson, 25 yards. Time, 4:24 2-5.

Three-Mile Open, Professional—Won by Vincent Markey; second, Mike DeOrio; third, Louis Gilson; fourth, Frank Depanni. Time, 6:34 4-5.

JINX TRAILS PAT LOGAN

Worcester, Mass.—The same weather jinx that has been pursuing Manager Pat Logan of the Worcester track was in evidence once again on Monday, July 17. Although the card was gone through as scheduled, the jinx hopped into the picture about 7 o'clock in the evening when the arrival of a high wind and scurrying clouds scared of the regular spectators away from the track and kept the attendance away down, giving the promoters another tough break.

The riding of Willie Keller was the feature of the night. In a ten-mile motor-paced race, Willie defeated Ralph Spiers and Humbert Norantonio. The winner jumped into the lead at the start and was never headed. He then went out and won the five-mile open for professionals.

Victor Linart, of Belgium, defeated George Seres, France, two straight heats in a motor-paced match race. Linart passed his rival at the eight-mile mark in the first heat but was forced to the limit in the second go of ten-miles, winning by half a lap. The heats were to be of ten-miles each unless one of the riders passed the other, as was the case in the first of the two tussles.

In the five-mile open for professionals, which was won by Keller, Tom Grimm of Newark lapped the field during the third-mile, but Archie McDonald and Keller took up a stern chase and by dint of alternately pacing each other were able to overtake and pass the speedy Jerseyite. Summaries.

Four-Lap (4-7 mile) Handicap, Amateur—Won by Tom Logan, 10 yards; second William Magill, 50 yards; third, Walter Greenquist, 35 yards; fourth, Ray Williams, 90 yards. Time, 1:07 4-5.

Three-Mile, Amateur—Won by Charles Levine; second, Walter Greenquist; third, Sid Mantell; fourth, George Rhodes. Time, 7:10 1-5.

One-Mile Handicap, Professional—Won by John Gallo, 120 yards; second, Hugh McPartland, 115 yards; third, Tim Sullivan, 85 yards; fourth, J. Rollins, 105 yards. Time, 1:52 1-5.

Five-Mile Open, Professional—Won by Willie Keller; second, Archie McDonald; third, Tommy Grimm; fourth, Hugh McPartland. Time, 12:35 4-5.

MADONNA IS WINNING AGAIN

Providence, R. I.—Vincent Madonna, the local Italian, accounted for motor-paced match at the Cycledrome here on Tuesday evening, July 18. Madonna, Clarence Carman, Long Island; Jules Miquel, France, and Charles Verkeyn, Belgium, competed in two heats at 15 and 20 miles, the first being at the former distance.

Madonna won the first heat in 22:04. Miquel was second; Verkeyn, third, and Carman, who had wheel trouble, was fourth. Carman came back, however, in the longer heat and won with Madonna second and Miquel third and Verkeyn fourth. With a first and a second Madonna scored 14 points to 11 for Carman. Miquel had nine and Verkeyn, 5. The time of the second heat was 30:01 2/5.

The feature race outside of the paced event was the five-mile open, which was won by Mike DeOrio, the Newarker, who ankled the distance in 10:24 2/5. Tommy Fitzsimmons, another Jerseyite, was second, and Archie Villa, Providence, third. Rudolph Blomstrom, 60 yards, won the half-mile handicap for the cash-chasing contingent. Walter Newton and Fred Jarvis were the stars of the amateur races. Summaries:

Three-Lap Handicap, Amateur, Class B—Won by Walter Newton, 70 yards; second, James Gregson, 70 yards; third, William White, scratch; fourth, Raymond Warren, 65 yards. Time, 50 1-5.

One-Mile Open, Amateur, Class A—Won by Fred Jarvis; second, L. S. Harten; third, Chick Meyer; fourth, George Loftes, Providence. Time, 2:05 4-5.

Miss-and-Out, Amateur, Class B—Won by Clarence Elmstrom; second, Conrad Sundquist; third, Raymond Warren; fourth, James Ormand. Time, 4:23 3-5.

Two-Mile Handicap, Amateur, Class A—Won by Fred Jarvis, 10 yards; second Chick Meyer, 100 yards; third, Bruno Dion, 180 yards; fourth, Peter Columbe, 90 yards. Time, 4:08 3-5.

Half-Mile Handicap, Professional—Won by Rudolph Blomstrom, 60 yards; second, Oswald Colonna, 50 yards; third, Louis Gilson, 30 yards; fourth, Archie Villa, Providence, 45 yards. Time, 56 3-5 seconds.

Five-Mile Professional—Won by Michael De Orio; second, Thomas Fitzsimmons; third, Archie Villa; fourth, Humbert Norantonio. Time, 10:24 2-5.

Motorpaced Race, Professional—Won by Vincent Madonna, 14 points; second, Clarence Carman, 11; third, Jules Miquel, 9; fourth, Charles Verkeyn, Belgium, 5. Time of 15 mile heat, 22:04; of 20 mile heat, 30:01 2-5.

Activities Among *the* Amateur Cyclists

WINNER TAKES A SUIT

Ottawa, Ont.—Rene Paquette, of the St. Brigid's Bicycle Club, won the suit of clothes which was hung up as the first place prize in the first annual 20-mile bicycle road handicap of the St. Brigid's Young Men's Association which was held on the Metcalfe road, Ottawa, Saturday, July 15. Orville Mòore, of Hull, riding in the colors of the Capital Bicycle Club, captured the title of 20-mile champion of Ottawa by winning first time prize from the three-minute mark, covering the exact 20 miles in 54.31. The big challenge trophy, of the Ottawa Commercial Travellers' Association, goes with this title in addition to the time prize.

The St. Brigid's bicycle marathon was the greatest bicycle road race ever held in the Ottawa district in many respects. There were 65 actual entries and the largest field to start in any local race went to the post. The race was held under ideal conditions and arrangements were splendidly carried out, the roping off of the road for the home stretch, to keep spectators back at the finish, being much appreciated. The results:

1	Rene Paquette, 7 min., St. Brigids..	57.28
2	Chas. O'Reilly, 7 min., St. Brigids..	57.29
3	E. Bartlett, 8 min., Roamers......	58.31
4	O. W. Moore, 3 min., Capitals.....	54.31
5	Henry LaGrave, 3 min., Roamers..	54.33
6	Harry McLean, 3 min., Roamers...	54.51
7	Karl Waffle, 5 min., Roamers.....	59.13
8	John Grant, 7 min., Capitals......	57.27
9	O. Barry, 5 min., Roamers........	57.31
10	W. K. Amyot, 5 min., St. Brigids..	57.32
11	Clif. Taylor, 3 min., Roamers.....	55.37
12	W. Leftly, 8 min., Roamers.......	1.01.01
13	T. Clark, 10 min., St. Brigids.....	1.03.22
14	A. E. Goold, 5 min., Roamers.....	58.30
15	George Roe, scratch, Roamers....	55.07
16	Ray Thompson, scratch, Capitals..	55.08
17	W. J. Spence, scratch, Capitals....	55.09
18	Leslie Moore, scratch, Capitals....	55.10
19	W. Stephens, 3 min., Roamers.....	1.03.14
20	Vic Sorensen, 8 min., Capitals....	1.03.27
21	W. Villeneuve, 3 min., Roamers...	59.12
22	Cliff Wiles, 10 min., St. Brigids....	1.06.34
23	Maynard Marshall, 20 min., Caps..	1.06.43
24	Alex O'Neil, 9 min., Capitals......	1.05.53
25	Orrin Evans, 12 min., Unattach...	1.10.51

Time prizes—1, O. W. Moore, 54.31; 2, Henry LaGrave, 54.33; 3, Harry McLean, 54.51; 4, George Roe, 55.07; 5, Ray Thompson, 55.08; 6, W. J. Spence, 55.09; 7, L. Moore, 55.10.

Prizes for those riding heavy wheels—1, W. K. Amyot; 2, T. Clark; 3, Alex O'Neil.

Prizes for boys under 15—1, Maynard Marshall; 2, S. Leftly; 3, F. Flesher.

JACK VISCO WINS TWO U. S. I. RACES

New York City—Jack Visco was busy collecting points Sunday, July 23, in weekly "cork" race and sprint races held by the Unione Sportiva Italiana on the Grand Concourse, when he scored first in two races.

In the "cork" race Visco rode from the two-minute mark and won easily from Tom La Rossa, J. Gallagher, J. Haggerty and O. De Cresenzo and J. Stabile, who were tied for fifth place. A strong wind was blowing and the scratch men were unable to catch the field, but managed to make the fast time for the race, Tom Volpe being first, "Spots" Eisele and J. Becker following in that order.

In a close finish J. Haggerty won the Class B sprint at one mile from J. Stabile and A. Savio and Giampoli in that order. Jack Visco accounted for the Class B Jr. sprint at one mile. He was followed over the line by Gallagher, O. De Cresenzo and L. Broglio. Time and order of finish in the Cork Race follows:

Place	Name	Hdcp.	Time
1	J. Visco	2:00	23:30
2	T. La Rossa	2:00	23:30 1-5
3	J. Gallagher	1:30	23:00 2-5
4	J. Haggerty	1:00	22:30 3-5
5	O. De Cresenzo	2:45	24:15 4-5
	Fast Time Points		
1	Tom Volpe	Scr.	21:45
2	"Spots" Eisele	Scr.	21:45 1-5
3	John Becker	Scr.	21:45 2-5

NINETEEN RIDERS ON TRIP

New York City—Nineteen members of the New York Division of the Century Road Club Association held a bath run to Fort Comfort Inn, Piermont, N. Y. The route was started from Columbus Circle at 8:45 a. m., going via 8th avenue to the 23d street ferry, where they crossed over to Weehawken. H. Heldman and J. Viana started a "jam" in going over the viaduct hill leading to the Hudson Boulevard. Though hard pushed by all the club, H. Heldman reached the top first, with H. Haller second and J. Viana third.

After regaining their wind they continued on via the Hudson Boulevard, Dan Kelly's Hill, Englewood and Tenafly. They arrived at Fort Comfort Inn at 11:35 o'clock and immediately went in swimming. While the boys were having a great time in the river, Pop Gallagher and Harry Wagner journeyed over beyond Nyack to the "Tribune Camp" to visit Mr. Gallagher's son, who is there for the summer.

After the swim the fellows had more fun eating a regular Italian spaghetti dinner at the "Town Italian Spaghetti Restaurant. The return journey was made over the same route, starting at 3:30 o'clock. As there were few hills and the roads were in a very good condition, a 12 to 15-mile pace was kept up throughout the trip. They admired and enjoyed the beautiful country and wild scenery along the narrow and winding road.

The New York Division at the last meeting donated three medals to be contested for neatness, open to all of its members on all club gatherings, such as club races, pleasure runs, etc. Neatness includes: Neatness of dress, neatness of bicycles and behavior on said gatherings together. The winner of each gathering will earn five points; second, four points; third, three points; 4th, two points, and fifth, one point. At the end of the year the member leading in points will receive a gold medal; second, a silver medal, and third, a bronze medal.

N. H. W. RUNS ELIMINATION

West Hoboken, N. J.—The North Hudson Wheelmen, Sunday, July 23, held the first three races of a set of five to determine the New Jersey and National championships of the Amateur Bicycle League of America. The winners of this series will represent the N. H. W. at the State titles at Bayonne on August 13 and 20.

The member scoring the greatest number of points in this series will be known as the 1922 club champion. Results follow.

On Sunday the quarter, third and half-mile scratch races were run with the following results:

QUARTER-MILE

1, Rosenbohm; 2, Charles Miller; 3, Menzer; 4, Heinsberg; 5, August Miller; 6, Corino.

THIRD-MILE

1, Beckman; 2, Corino; 3, Menzer; 4, Charles Miller; 5, Heinsberg; 6, Rosenbohm.

HALF-MILE

1, Reisen; 2, Beckman; 3, Charles Miller; 4, Menzer; 5, Heinsberg; 6, Corino.

Point scoring on basis 10 for first, 6 for second; 4 for third, 3 for fourth, 2 for fifth, and 1 for sixth. The score:

*Beckman	16
Charles Miller	13
Rosenbohm	11
Menzer	11
Reisen	10
Corino	8
Heinsberg	7
August Miller	2

*Did not ride in quarter-mile.

EMPIRES HOLD THREE RACES

Brooklyn, N. Y.—B. W. King, William Henky and Phil Eiler were the winners of the three races that the Empire City Wheelmen conducted on Sunday, July 23. King won the quarter-mile race from scratch in 34 4-5 seconds; Henky, the two mile consolation, and Eiler, the five-mile unpaced in 12:32. These races were run to prepare the members for the A. B. L. championships. Summaries:

Quarter-Mile—Won by B. W. King, scratch; second, J. Haarstick, 20 yards; third, H. Lightfine, 10 yards; fourth, W. Wherry, scratch; fifth, Phil Eiler, 10 yards; sixth, W. Anderson, 50 yards. Time, 34 4-5 seconds.

Five-Mile Unpaced Handicap—Won by Phil Eiler, 10 seconds, 12:32; second, G. Hess, scratch, 12:24; third, V. Haarstick, 25 seconds, 12:49; fourth, L. Muller, 25 seconds, 13:21 1-5; fifth, W. Henky, scratch, 13:03; sixth, William Napier, 45 seconds, 13:48.

Two-Mile Consolation—Won by William Henky; second, Rudy Rom; third, W. Heichel; fourth, J. Riley.

BRONX COUNTY WHEELMEN'S RESULTS

New York City—About 20 members of the Bronx County Wheelmen started an 8½-mile "cork" race Sunday, July 23. The limit was five minutes and Al Gunther, 3½ minutes, won in 22:30. H. Kuykendall, 2 minutes; Eugene Aickelin, scratch; Fred Osterhammel, scratch; A. Bleckert, 45 seconds, and H. Ahlers, 1:45, finished as named, Aickelin getting the time prize in 20:21.

A three-mile Tonjes trophy race came next, with William Stokes, A. Bleckert, E. Aickelin, H. Ahlers, Frank Fay and Fred Osterhammel finishing in that order. A Class B handicap with six new members was won by H. Kuykendall, who beat H. Voordecker, J. Cufair, F. Welton, A. Gunther and H. Tolg finishing as named. The club plans to hold a series of three invitation races during September and October.

THE ACME WHEELMEN RACES

New York—The Acme Wheelmen held its weekly club races Sunday, July 23. Due to repairs in the road it was necessary to change the course to Pelham Parkway. The riders had workouts for the championships to be held by the Amateur Bicycle League of America next Sunday, the same distances being run in Sunday's races.

The first event on the racing card was the Class B sprint race at quarter-mile. Andy Geiss won the race in 30 1-5 seconds, being two-fifths of a second behind the American record. Geiss put up a strong ride, being one of the last to get away. He closed with a rush after a hard chase and beat James Seawell by two lengths. Wm. Schleisman and Herbert Fischer scored the other points in that order.

The Class A men then lined up for the half-mile. In the last 100 yards John Amabile jumped to the front closely followed by Steve Schackinger, a strong contender, a hard battle ensued, with Amabile showing the speed at the finish, leading home Schackinger, Froh and Hugo Schliesman in that order.

The Class B men again faced the starter for the half-mile. With the starter's signal to go the field went in a mad chase after James Seawell who opened up a gap of five lengths, reaching the half-way mark where a turn was made, the riders were still strung out. Coming into the last 100 yards Geiss again came with a rush and led home James Seawell, Wm. Schliesman and Jack Denov.

The final sprint race of the series for the Class A men for special prizes was the next event. There is only one race to be held, a five-mile unpaced. John Amabile clinched the firse place when he led home Schackinger after a hard race. Hugo Schliesman and Theo. Schliesman placing third and fourth.

The final event was the ten-mile handicap race. With a limit handicap of 3 1-2 minutes the back markers had a hard job cut out for them. Howard Hoffman, starting in his first race, showed he has the makings of a good long distance rider when he rode practically alone for the whole distance and held off the field, leading them home by over a minute. Steve Schackinger, riding from scratch, made a hard try to overtake the leader, but the handicap was too big to overcome. Schackinger got second, beating Theo. Schliesman, James Seawell and Salv. Grasso being the other riders to place out of the field of 16 starters. The summaries are as follows:

Half-Mile, Class A—Won by John Amabile; second, Steve Schackinger; third, Chas. Froh; fourth, Hugo Schliesman. Time, 1:26 1-5 seconds.

Class B Sprint, Quarter-Mile—Won by Andy Geiss; second, James Seawell; third, Wm. Schliesman; fourth, Herbert Fischer. Time, 30 1-5 seconds.

Class A, Sprint, One Mile—Won by John Amabile; second, Steve Schackinger; third, Hugo Schliesman; fourth, Theo. Schliesman. Time, 2:19 seconds.

Class B Sprint, Half-Mile—Won by Andy Geiss; second, James Seawell; third, Wm. Schliesman; fourth, Jack Denov. Time, 1:18 1-5 seconds.

POINT SCORE

Class A—John Amabile, 26; Steve Schackinger, 19; Hugo Schliesman, 7; Theo. Schliesman, 5; Joe Schaefer, 5.

Class B—Andy Geiss, 28; James Seawell, 18; Wm. Schliesman, 13; Art Lane, 7; David Corbett, 4.

TEN-MILE HANDICAP

Pos.	Rider	Hdcp.	Time
1	Howard Hoffman	3:00	30:48
2	Steve Schackinger	Scr.	28:00 2-5
3	Theo. Schliesman	Scr.	28:00 3-5
4	James Seawell	1:30	29:31
5	Salv. Grasso	1:30	29:31 1-5
6	Hugo Schliesman	Scr.	28:01 2-5
7	Herbert Fischer	2:30	30:31 3-5
8	Chas. Comerford	1:30	29:32
9	Wm. Muller	2:30	30:34
10	Wm. Schliesman	3:00	35:16

OFF FOR THE COAST

New York—Herman Manitsch, of Tenafly, N. J., and Philip Eberlein, of Rockville Center, Long Island, left Monday for a tandem trip to Los Angeles, on their Harley-Davidson outfit. The boys are not out to break any records. All they are trying to do is see the country in the most economical and most pleasant way they know. The trip to Los Angeles is only a starter for further travels, as they expect to cover at least 10,000 miles before they get back home.

OFF ON VACATION TRIP

Brooklyn, N. Y.—Joe and Walter Caldwell, W. Yorzick and C. MacDonald, members of the Long Island Division of the Century Road Club Association, started on a vacation trip on Saturday, July 15. The boys toured to Saranac Lake, N. Y.

CHAMPION CHAPMAN WINS AGAIN

Worcester, Mass. Following a motor with a flat tire for the last 25 minutes of the contest, George Chapman, fresh from his win of the 50-mile championship at Revere, the night before, won the hour race against three speedy opponents at Worcester, Thursday, July 20, and made his stunt seem well-nigh incredible when he finished with a distance covered of 42 5/7 miles a new record for the course. Jules Miquel, France who had been a short margin behind Chapman from the very first few laps of the race, had to be content with last place, as a result of his loss of pace when he challenged the winner during the 39th mile. Frank Corry, riding a steady race, squeezed into second position at this juncture while George Wiley, who has trailed the field since an early effort to pass Chappy, took advantage of Miquel's misfortune to annex third in the final counting.

The spectators voted the event the best motor-paced race ever seen at the course. Nobody in the crowd and none of the officials realized until after the battle was over that Chapman had been plugging along under the great handicap of a flat-tire in his pacemaking machine.

The professional and amateur numbers of the evening were replete with thrills and spills, more of the latter than had been witnessed at Worcester in many a moon. But not a rider was injured beyond scratches and burns, and thus the fine program was marred in no way.

Young Tom Logan, one of the 11 children of genial Pat Logan, manager of the track, again showed that he is a great prospect, this time by winning the three-mile amateur open by a sensational spurt on the last lap. The summary:

One-Hour Motor-Paced Match—Won by George Chapman; second, Frank Corry; third, George Wiley; fourth, Jules Miquel. Distance, 42 miles, 5 laps (new track record).

Three-Mile Open, Amateur—Won by Tom Logan; second, Walter Greenquist; third, Charlie Levine; fourth, Malcolm Wallace. Time, 6:53 1-5.

Five-Mile Open, Professional—Won by Frank Cavanaugh; second, Willie Kellar; third, Nelson MacKenzie; fourth, John Gallo; fifth, Ralph Spiers; sixth, Bert Carmody. Time, 12:55 1-5.

One-Mile Handicap, Amateur—Won by Dyno Levitt, 160 yards; second, John Flynn, 205 yards; third, Ray Williams, 100 yards; fourth, R. E. Leonard, 180 yards. Time, 2:01 1-5.

Four-Lap (4-7 Mile) Handicap, Professional—Won by Hugh McPartland, 95 yards; second, Walter Rosenthal, 90 yards; third, Tom Connolly, 110 yards; fourth, Jess Rollins, 100 yards; fifth, William Cupit, 55 yards; sixth, Frank Drobach, 85 yards. Time, 1:04 4-5.

CARMAN AHEAD AT PHILLY

Philadelphia, Pa. Making his first appearance in Philadelphia since recovering from a fractured collar-bone suffered in a spill about a month ago during a race at Providence, Vincento Madonna, Italian, was unable to keep up the terrific sprint set by Clarence Carman, American, in their match race at the Point Breeze Velodrome Thursday, night July 20th and the Jamaica flyer was a winner in straight heats. In each of the races Carman's great sprints forced Madonna to break and these occurrences enabled the American to come through victoriously.

The first heat was a ten mile race. Paced by "Dare-devil Jimmy" Hunter, of Philadelphia, Carman set out after Madonna, who was leading, just as the fifth mile was finished and by the greatest sprint seen on the local saucer this season, the American came from a quarter of a lap behind and after riding less than half a mile he took the lead. In so doing Madonna was unable to keep behind the motor of Johnny Schlee, Newark, and from then until the finish it was a cinch for Clarence. The time was 15:08 1/5.

Carman, behind Schlee, went off into the lead in the 15-mile second heat, but he was outspurted by the Italian on the fourth lap, thus giving Madonna the lead. Vince kept out in front until five miles had been negotiated when Carman once more challenged Madonna. They rode neck and neck for fully three laps, but Madonna could not continue the terrific sprint and he was forced behind after losing pace. That break gave Carman the lead which he held until the finish. The time was 22 minutes 51 1/5 seconds.

Francisco Verri, of Italy, was entirely too fast for Bobby Walthour, Jr., America, in their one-mile match race, and the former was a winner in straight heats. Verri won the first heat by two and a half lengths and he showed to advantage in the second heat by even a greater distance. This was the first defeat suffered by Walthour on the Philadelphia track.

Charles Judge, South End Wheelmen, won the amateur handicap at two-thirds-mile. Henry Bruhn was second, and Vincent Scala beat Dick Penny for fourth. George Patterson won the Class B professional pursuit race from Jake Smith, Pat McKeag and Frank Harris. The distance was 3 miles and the time 7:21 2/5.

Felix Patti, New York City, was the winner in the five-mile junior motor-paced match, defeating John Patrick, of Newark. The time was 7:54 1/5 seconds. Patti took the lead at the start and stayed out in front until the finish, although Patrick made several spurts. However, the Newark lad was unable to keep up the pace and he lost by half a lap. Last week Patrick defeated Patti.

LINART LEADS PACED RIDERS

Victor Linart, the Belgian, retains the lead in the paced table for the year with 85 points to 82 for Clarence Carman, the Long Islander. Jules Miquel, the Frenchman, is in third place with 76 points, while Vincent Madonna has 68. George Wiley, 63; Frank Corry, 60, and Champion George Chapman with 60, follow. The table up to Saturday, July 22, is as follows.

PACED STANDING TO JULY 22

Rider	1st	2nd	3rd	4th	Pts.
Linart*	11½	6	3	2	85
Carman	10	7	4	3	82
Miquel	9	6	6	1	76
Madonna	8	6	5	0	68
Wiley	5	7	7	3	63
Corry*	5½	9	2	0	60
Chapman	7	5	4	0	60
Verkeyn	3	3	6	2	38
Seros	2	4	2	1	27
Keenan	2	1	2	4	21
Appilhares	1	4	1	2	21
Markey	2	2	1	1	19
Clark	0	4	4	2	20
Colombatto	1	0	4	5	18
Andersen	2	0	2	3	17
Keller	1	1	0	0	8
Spiers	1	1	0	0	8
Mitten	0	1	2	1	7
Gaffney	0	1	1	0	5
Marcella	1	0	0	0	5
Lawrence	0	1	2	0	7
Villa	0	1	0	0	3
Mitola	0	1	0	0	3
Upton	0	0	1	0	2
Gilson	0	0	1	0	2
Norantonio	0	0	1	0	2
Blomstrom	0	0	0	1	1

Points: First, 5; second, 3; third, 2; fourth, 1.

*Linart and Corry rode to a tie at New Bedford, May 29. Points for first and second (8), divided between them.

RACES AT VANCOUVER

Vancouver, B. C.—Two bicycle races were the open features of the Vancouver Police Sports which were staged at the Brockton Point grounds, Vancouver, B. C. G. Reid was the winner of both events, which were a mile and three-mile race. K. Lambert finished second in each tussle and Tom Ellison, an old-time favorite, grabbed third place. Reid's time for the mile was 2.40 and for the three-mile, 9.08 4/5.

LINART WINS EASY RACE

Providence, R. I., July 21.—Victor Linart had little trouble at the Cycledrome this evening in dispatching Frank Corry and Vincent Madonna. Corry was a mile behind at the finish and Madonna 34 laps. The Italian gave a poor exhibition and Linart could have passed him at will, but playing true to form the Belgian wanted to give the fans a run for their money, and did so. He is the best showman in the business, and if all other motor-paced followers were as clever as he, managers wouldn't have to worry in the least about filling up their plants.

Madonna was seeking revenge when the race was over and was willing to lay $1,000 that he could beat Linart. He objected to Ruden's style of dress and declared it was extra padding that allowed Linart to win. The riders were told before going into the race, that Ruden had been allowed a certain amount of extra filling to put him on an equal footing with Pasquier and Gaethofs.

Frank Cavanagh defeated Bobby Walthour, Jr., but it took the extra heat to do it. After riding around a lap, Bobby attempted to make Cavanagh take the pace. He stopped dead, and Cavanagh was unable to support himself, and tipped over. Bobby shot ahead, and after a lap, Van Riper, the starter, stopped the race, and made them start over. This time Cavanagh got the best of Walthour on the bell lap and got such a lead over him that the youngster couldn't overcome it. Summaries:

Two-Lap (2-7 mile) Handicap, Amateur—Won by James Gregson, 50 yards; second, Tony Morelli, 40 yards; third, Raymond Warren, 40 yards; fourth, Vincent Pischione, 30 yards. Time, 35 seconds.

Miss-and-Out, Amateur—Won by Chick Meyer; second, L. S. Harten; third, Howard Petto; fourth, Peter Columbe. Distance, 1 6-7 miles. Time, 4:05 1-5.

Two-Mile Open, Amateur—Won by Clarence Elmstrom; second, William White; third, Alphonse Columbe; fourth, Vincent Pischione. Time, 4:34 2-5.

One-Mile Repeschage, Handicap, Professional—Won by Humbert Norantonio, 20 yards; second, Frank Depanni, 10 yards; third, Vincent Markey, 35 yards; fourth, Louis Gilson, 40 yards. Time, 1:55 2-5.

Three-Mile Open, Professional—Won by Thomas Fitzsimmons; second, Vincent Markey; third, Louis Gilson; fourth, Humbert Norantonio. Time, 6:47 2-5.

Thirty-Five-Mile Motor-Paced Race, Professional—Won by Victor Linart, Belgium; second, Frank Corry, Australia; third, Vincent Madonna, Providence. Time, 52:10 1-5.

AFTER CYCLE THIEVES

Ottawa, Ont.—The authorities in the Province of Ontario have made a determined attempt to stamp out bicycle stealing by imposing severe sentences on flagrant offenders. At Ottawa, Ontario, Magistrate Askwith recently sentenced D. Seguin and Romeo Turcotte to serve three years and two years, respectively, after they had been found guilty of bicycle thefts.

At Sarnia, Ontario, on July 14, Archie Black, aged 19, was sentenced to three years with hard labor by the local police court judge for stealing a bicycle. Black was arrested on June 9 and was shot in the back by Provincial Constable W. C. Oliver when he made an attempt to escape.

CLUB HOLDS FIRST MEET

Ottawa, Ont.—The new Y. M. C. A. Bicycle Club of Ottawa, Ontario, held its first track bicycle race on July 21 in conjunction with a Y. M. C. A. athletic meet on the half-mile track at Exhibition Park. The event was a one-mile contest, the first three to finish being A. Esdale, John Grant and W. Morris. Time, 1.13. Esdale showed his versatility by winning the running broad jump and by finishing third in the junior 220-yard foot race.

QUESTION BOX

The Question Box is open to every one. If you have a question pertaining to either the bicycle or motorcycle we will endeavor to answer it. Address your questions to Question Box, *Motorcycle and Bicycle Illustrated,* 912-920 Broadway, New York.

More Speed Queries

(1)—What is the best speed a 74-cu. in. Harley-Davidson can make?

(2)—What is the best speed an Ace four-cylinder can make?

(3)—Do you think a four-cylinder motor is better than a twin for pulling or rough work?

(4)—Do you think in time to come the four-cylinder will replace the twin?

Ridgewood, N. Y. A. G.

Answer

(1)—Frankly, we don't know. No two motors perform alike, but you should be able to get better than 65 miles per hour solo on fine level roads. We do not think the utmost in speed has yet been obtained with this model of motor, but we do think any one of them will go faster than most riders dare ride them.

(2)—See answer (1). The ace should do better than 65 miles per hour.

(3)—No.

(4)—No. There will always be a big demand for both.

British Motors

(1)—Please give me the addresses of the makers of the A. B. C., Humber, Precision, Norton and B. S. A.

(2)—Who makes the B. S. A. carburetor and gear and the Bradbury planetary transmission? Also the Duplex carburetor?

(3)—Is there any motorcycle engine with valves in the head now on the market?

(4)—Where can I get Whitman's book "Motorcycle Principles and the Light Car"?

Astoria, S. D. Andrew Haglund.

Answer

(1)—A. B. C. no longer in existence. Humber, by Humber, Limited, Coventry, England; Precision motors from F. E. Baker, Precision Works, Birmingham, England; Norton motors from Tom Norton, Glandrindod Wells, England; B. S. A. from Birmingham Small Arms Co., Ltd., Aston, Birmingham, England. There are no American agencies for these motors.

(2)—The B. S. A. carburetor is made in Birmingham, England, by the Birmingham Small Arms Co., Ltd. Bradbury planetary transmission not adaptable to American motorcycles, nor is the Duplex carburetor.

(3)—Not in America. The J. A. P. and Precision motors in England are made in this form as well as several French motors.

(4)—We think this book is no longer published. The matter in it would be out of date now Page's book on "Motorcycles, Sidecars and Cyclecars" is bettter. It is put out by Fred'k J. Drake, of Chicago, Ill.

Tourist Trophy Motors

(1)—To settle an argument, please answer these questions: What type of motor was the winner of the Tourist Trophy Race this year? A says it was an overhead valve and B says it was inlet-over-exhaust?

(2)—What American machines have competed in these races.

(3)—What kind of brakes were used by the winner? Did he have brakes on both wheels and, if so, how were they operated?

Detroit, Mich. Harold Elgas.

Answer

(1)—In the Senior T. T. (for 30½ cu. in. motors) the winning Sunbeam had side-by-side valves like our own Reading-Standard. Second place went to an overhead valve Triumph and third to a two-stroke Scott. In the Junior T. T. (for 25 cu. in. motors) the winner rode an overhead valve A. J. S. motor. So both A and B are wrong for the Senior T. T. and A is correct for the Junior T. T. There was only one entrant having inlet-over-exhaust in both Senior and Junior races.

(2)—Only one American make—the Indian—has ever competed in the Tourist Trophy races.

(3)—Sunbeam and A. J. S. had foot brake on rear wheel and Bowden lever operated brake on front wheel. Shoe brakes were used. Dixon's Indian had internal, external and front wheel brakes interconnected and all operated by one pedal.

Morristown to Waterbury

(1)—Please give me the best route from Morristown, N. J., to Waterbury, Conn. Frank Fries.

Morristown, N. J.

Answer

(1)—Morristown to Newark, to Weehawken, to New York City, to Yonkers, Dobbs Ferry, Ardsley, Elmsford, Briarcliff, Pine Bridge, Croton Lake, Amawalk, then Somers, Croton Falls, Sodom, Mill Plain and Danbury. Another route out of New York is via White Plains, Armonk, Bedford, South Salem and Ridgefield.

Parts for Yale

(1)—Please let me know where I can get parts for a Yale Motorcycle.

Raleigh, N. C. Carl B. Perry.

Answer

(1)—Apply to the Motorcycle Parts Manufacturing Co., 2030-36 Wabash Ave., Chicago, Ill.

FAT SPARKS

By Hy Tension

Contributions to this column will be welcomed. If you think you have a spark that is hot enough to ignite the gas, send it along. Address contributions to Fat Spark Column, *Motorcycle and Bicycle Illustrated,* 912-920 Broadway, New York.

Well, He Ought to Know

Joe Cose: "Binks is trying to make me believe that he's had his motorcycle for four years and never paid a cent for repairs on it. Do you believe it?"

Moe Rose: "You bet your shirt I do! I'm the guy that made all his repairs for him!"

Glad Tidings, "Mud!"

"Mud" Gardner, of Mansfield, Ohio, will find consolation in the thought that there are worse cognomens. We have in mind one "Red" Lightner, of Randolph, Wisconson.

A Guarantee That There Is No Thanner

A certain tire repairman recently issued an advertising circular announcing that his vulcanizing job would outlast the tire. What good is the vulcanize after the tire's gone, haywire?

Ford has just turned out his six-millionth flivver. Now that everybody is supplied, let's hear no more about the things.

Some Verses That Insist on Coming Out

Here he doth slumber
  One Charlie Bonker;
He rounded a turn
  Without a honker.

Sure, he was right—
  Was Jimmy Ray—
But a lady, she
  Swiped his right of way.

Cycle Royalty

B. W. King
Jack Prince
Harry Duke
H. E. Noble
J. A. McQueen

Stealing Tourists from Each Other

The enterprise exhibited by some small towns in their efforts to draw tourist trade is, in some instances, developing into a state of piracy.

In a middle western state some citizens of one community, jealous of the attractions of a neighboring city, reversed the guide posts for several miles around, thus diverting tourist travel to their own village.

Moral: Believe only your road map and compass.

Wolter Made Perfect Score

—1,000 points—in super-endurance run of the Los Angeles Motorcycle Club on July 3, the whole 460 miles covered by his DeLuxe Henderson being accurately ticked off on a

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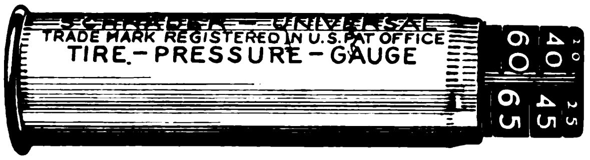
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Too much air and your machine rides like a truck with solid tires.

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Don't guess at the air in your tires.

Don't depend on borrowing a tire gauge. Own your own gauge. Schrader Universal Tire Pressure Gauge costs you $1.25 (in Canada $1.50). The mere knowledge that your tires are correctly inflated is worth that. And the gauge is easily carried in your pocket or tool kit.

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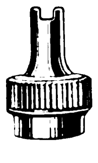

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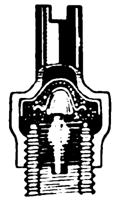

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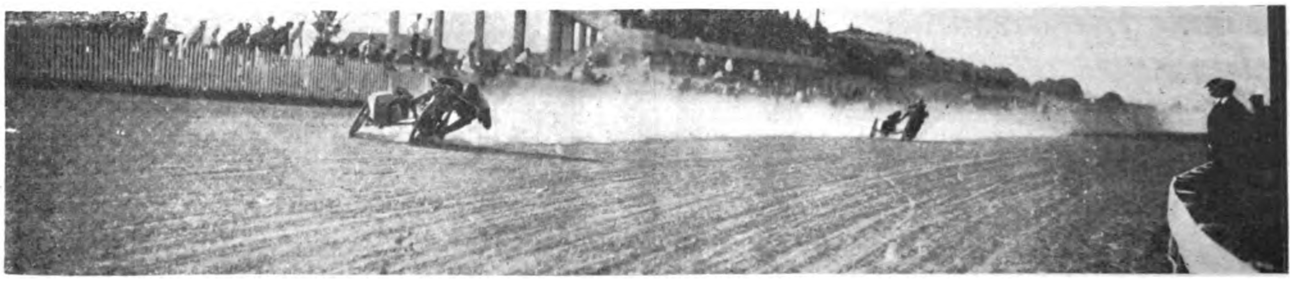

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Reflex Spark Plugs have made a wonderful record for service for a period of over 12 years—a consistent, steady, dependable ignition service. They have become known as the "No-Trouble Plugs."

Every Reflex Plug is made with Cromite Porcelain — the highest grade porcelain obtainable. The Cromite Cores successfully withstand the terrific stresses caused by sudden changes from heat to cold and the rending explosions of the motor.

The two plugs illustrated below, the Baby and the Kid Reflex, are especially adapted to motorcycle use. They have a long record for efficient and satisfactory service.

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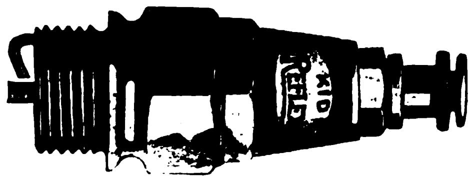
THE REFLEX IGNITION CO., Cleveland, Ohio



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Open end, two piece motorcycle plug. Special nickel points are deep and will not corrode, pit, fuse or warp. Made of mica, or porcelain.

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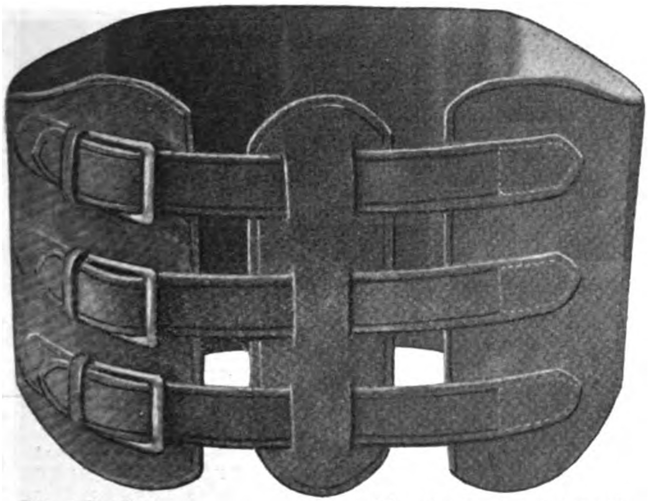
BABY REFLEX



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Why worry about your Saddle or Springs. Ride 'em cowboy fashion with the greatest of comfort.

You wear Goggles to protect your eyes. Gloves to protect your hands. What do you wear to protect your body from shocks which you are now subject to without the Comfo Riding Belt?

Buy a **COMFO RIDING BELT**, wear it any length of time, and if you are not thoroughly satisfied your money will be refunded.

Made to conform to the shape of your body, open at the front to allow for expansion, with back reinforcement of the finest Quality leather.

The belt that has more than money value.

Choice of two colors, Black or Brown. **PRICE $4.00** with money back guaranteed.

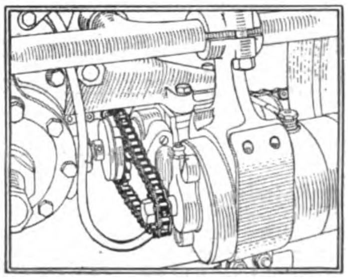
Dealers write for prices and free circulars.

Manufacturer

Harlem Central Motorcycle Co.
1815 Park Avenue New York
None Genuine Without This Trade Mark

PATENT PENDING
H C M C
COMFO RIDING BELT

DIAMOND CHAIN Generator Drive



On The Cleveland

Realizng that lighting efficiency depends largely on the generator drive, The Cleveland Motorcycle Company equips its motorcycles with DIAMOND CHAIN Generator Drives.

This drive eliminates slippage, increases generator output, and insures ample light. It is made in sizes to fit all motorcycles equipped with Splitdorf Generators, except Harley-Davidson.

Whenever the rider of an Ace, Cleveland, Excelsior, Henderson, Indian or Reading Standard wants a replacement belt, sell him this generator drive. It means a larger profit for you and a better drive for him.

Diamond Chain & Mfg. Co., Indianapolis, U. S. A.

JOBBERS

Announcement To Our Dealers

A word about Business This Coming Fall and in 1923—

WE believe business will pass all records this Fall and in 1923.

This will be brought about by more re-employment, bettered industrial conditions and price adjustments that are inevitable.

We will travel along with better times and our dealers will travel along with us. We are ready and willing to meet the decline when it comes.

We Are Ready For Prosperity!

OUR STOCK—is complete for your needs, leaving nothing to be desired.

OUR SERVICE—is prompt, courteous and understandnig.

We Will Merit Your Repeat Orders

NOW!—Send For Our Catalog—NOW!

When you get it and read it through you will agree that we will merit your first, original order.

GOTTLIEB and BARNETT, Inc.

57 Warren Street New York

NEW LEATHER SIDE-CAR COVERS

Made from heavy black pliable leather, guaranteed waterproof, to fit ALL makes of sidecars.

$8-$10 to Riders

LEATHER SUITS

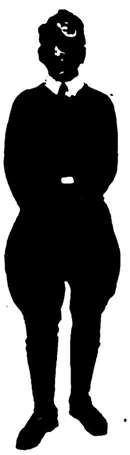
Made to Order for $36

Leather coat, leather breeches and leather helmet. State whether heavy or light weight. Send coat size, waist measure and head size. Dealers, send for prices, photographs and samples of materials.

LEATHER BREECHES

Wonderful For Wear and Service

Made to your measure in black and mahogany leathers, lined thruout in light or heavy weights, full peg top, fitted knees and leg, five pockets, double seat and leg. Laced leg price $18.00. SPECIAL STRONG heavy breeches for RACING and HILL CLIMBING $25.00 in black only.



LEATHER HELMETS

Waterproof

Finest soft glove leather. Lined with corduroy or fur. Patented adjustment for fit. Made in Black, Tan, White and Mahogany. SAME AS USED BY LARGE AVIATION COMPANIES.

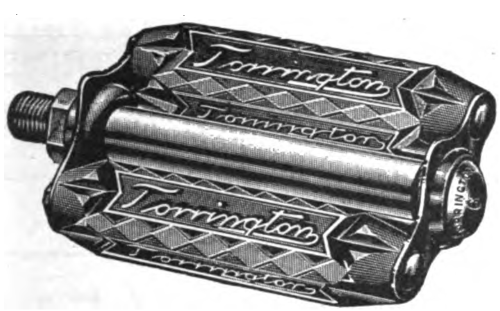
$4.00
Each

DEALERS: Write for Literature and Liberal Discounts!

V. H. LANG
Distributors Indiana and Illinois
1704 Michigan Avenue Chicago, Ill.

LEATHER-TOGS CO.

282-A. BROADWAY EVERETT, MASS.



No. 6 TORRINGTON PEDAL
PATENT APPLIED FOR.

No. 6
Torrington
Pedal
Replaces the No. 4

It Has a Wonderful Feature—

RUBBER rods are riveted to the outside brace so by removing the rod nuts on the inside brace, the pedal becomes two component parts. This feature added to the use of the 3-16 inch balls in a container eliminates all possible loss of loose parts when the pedal is for any reason disassembled.

The easy rubber replacement, so popular in earlier models, is incorporated.

Our Torrington imprint on the rubber identifies the quality.

The Torrington line is a good line to stock up with.

THE TORRINGTON CO.,
STANDARD PLANT
TORRINGTON, CONN., U. S. A.

JOBBERS K SERVICE **DISTRIBUTORS**

They're Calling Us

"The Fastest Growing Jobber in the East"

and

"The Largest Bicycle Jobber in Philadelphia"

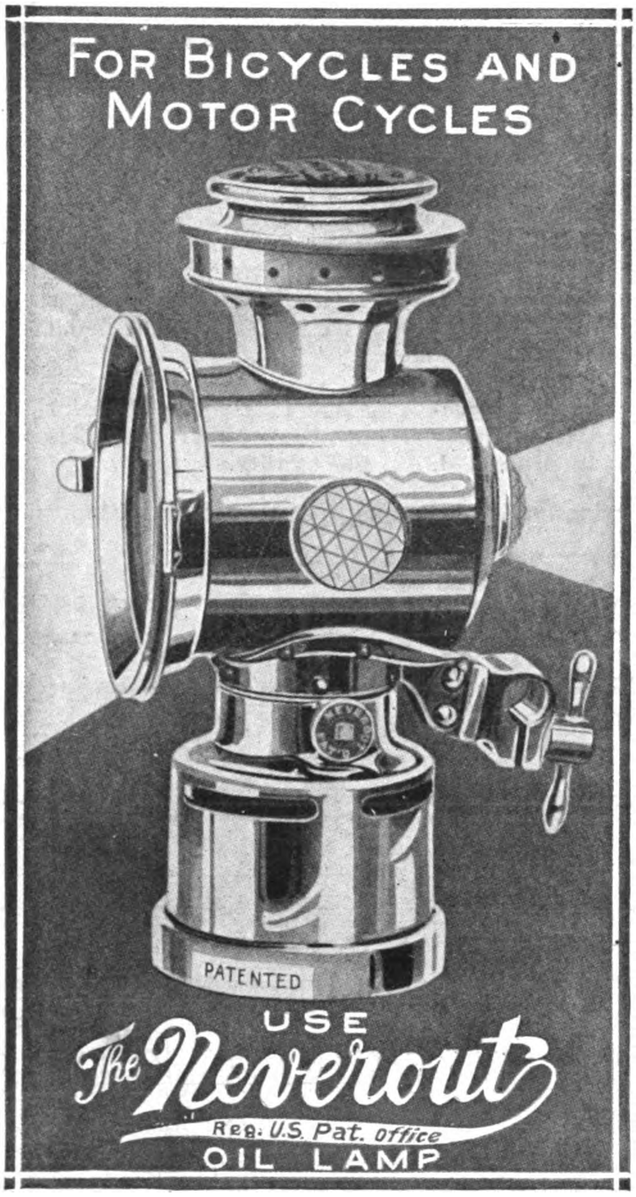
Suppose for argument's sake, we agree with them?

Like Postum
"There's a Reason"

AND IT'S JUST THIS—
MERCHANDISE—The Kind You Want!
STOCK—That's Complete!
SERVICE—24 Hours!
PRICE—Prices That Are "RIGHT!"
We Have No Specials or Baits; But We Meet Them All in Price!

DEALERS!
Why Not Join Our
Family of Dealers?

Keystone Cycle & Supply Co., Inc.
C. A. VAN DOREN, President
119 N. 4th STREET **PHILADELPHIA, PA.**


For Bicycles and
Motor Cycles
PATENTED
USE
The Neverout
Reg. U.S. Pat. office
OIL LAMP

BICYCLE DEALERS

We Cordially Invite
All Bicycle Dealers

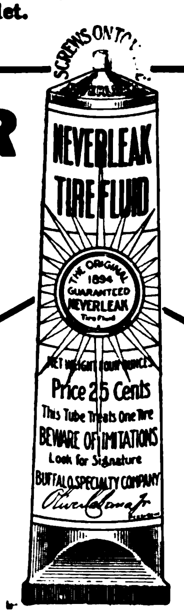
to write to us for Factory Price Direct to Dealer, on The Neverout Bicycle Lamp—the only oil lamp in the world guaranteed to positively stay lit.

ROSE MANUFACTURING CO.
BICYCLE LAMP DIVISION
37th and Filbert Sts. Philadelphia, Pa.

FREE VALUABLE PREMIUMS

It pays to sell Neverleak Tire Fluid, not only because it gives absolute satisfaction, is easy to sell and pays a good profit, but because valuable premiums are given free in exchange for certificates packed with the goods. Send for free premium booklet.

NEVER Tire

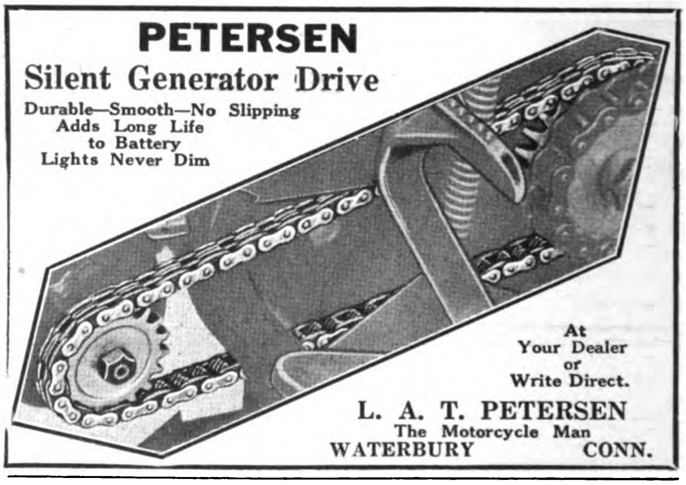

SCREWS ON TO
NEVERLEAK
TIRE FLUID
THE ORIGINAL
1894
GUARANTEED
NEVERLEAK
Tire Fluid
NET WEIGHT FOUR OUNCES
Price 25 Cents
This Tube Treats One Tire
BEWARE OF IMITATIONS
Look for Signature
BUFFALO SPECIALTY COMPANY

LEAK Fluid

Back to Pre-War Price

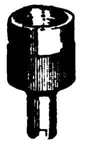
25c a tube

BUFFALO SPECIALTY CO.
BUFFALO, N. Y.
BRIDGEBURG, ONT. LONDON, ENG.


PETERSEN
Silent Generator Drive
Durable—Smooth—No Slipping
Adds Long Life
to Battery
Lights Never Dim
At
Your Dealer
or
Write Direct.
L. A. T. PETERSEN
The Motorcycle Man
WATERBURY CONN.

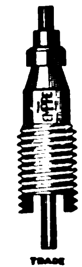
EMPIRE

the tire valve insides and caps with the many exclusive features.



EMPIRE valve caps are "best by test." They are strongly made from a solid brass rod and are absolutely guaranteed to seal air in the tube even if the valve inside should leak.

EMPIRE tire valve insides will fit any make of tube and are guaranteed to be satisfactory—any defective valve being replaced free of charge. Valve seat and outside packing ring make it absolutely air tight.



See These Valve Insides and Caps at Your Dealer.

THE EMPIRE SALES CO.
20 Silliman Avenue Bridgeport, Conn.

Perlman

PERLMAN CYCLE CO.
ROCHESTER

QUALITY PLUS GOODS

Welcome to Rochester

Our doors will be open to greet our many friends from all parts of the country. It will be a pleasure to renew acquaintances, and we trust you will make it a point to visit us.

Courtesy—The Keynote of Perlman Service

Perlman Cycle Company, Inc.
61 State Street, Rochester, New York
Wholesale Exclusively—No Retail Department or Sales

Perlman

PERLMAN CYCLE CO.
NEW YORK

QUALITY PLUS GOODS

Better Business Ahead

All signs point to the commencement of better business because of announced price reductions.

Our Stock—Has been freshened up, filled in and completed in every detail.

Have You Tried PERLMAN SERVICE?

Our Selling Force—Is expectantly looking for your orders to serve you.

They Are Backed by PERLMAN SERVICE!

Price—Your profit is proportionately large because our goods are priced to you at costs based on our large buying volume purchases.

This Price is Backed by PERLMAN SERVICE!

BECOME A PERLMAN DEALER IF YOU WOULD PROFIT BY THIS FALL'S BUSINESS.

Send for our catalog

Perlman Cycle & Supply Company
34 Warren Street New York City

First Aid to Subscribers

Pin a Check, Money or Express Order for $2.00—Foreign $3.00—to this advertisement, fill out the blank below, cut out and mail both to us for one year's subscription (new or renewal.)

Motorcycle and Bicycle Illustrated

Name ....

Address ....

City........................ *State*..................

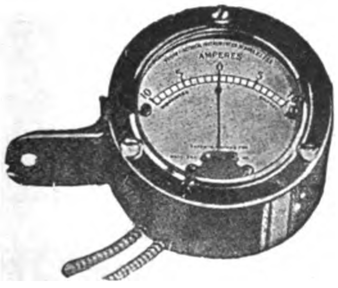
Are you a Rider?............*Are you a Dealer?*..........

MOTORCYCLE AND BICYCLE ILLUSTRATED
920 Broadway, New York

NEW DEPARTURE
COASTER
BRAKE

The Brake that Brought the Bike Back.

AMMECUP
Patented
GUARDS Your ELECTRICAL SYSTEM Like a WATCH DOG
An Efficient Rider Can't Be Without One.



Model 808 for your Harley. Other models for other motorcycles. DEALERS! A SELLER, because a necessity. Write at once to get the Fall Ammecup business.

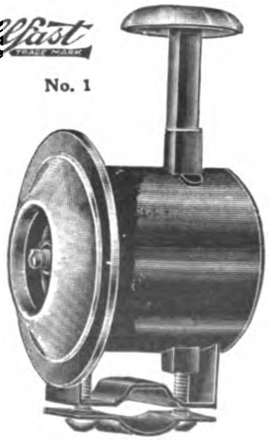
LAKE-ERB MFG. COMPANY, INC.
405 EAST 4TH STREET NEW YORK CITY

NEW and IMPROVED Rollfast

ROLLFAST HORN

Rollfast No. 1 Horn vibrates on both up and down strokes. Has no dead center. Few working parts. No springs or delicate parts to break, get out of order or cause trouble. Black enamel. Nickel face.

D. P. Harris Hardware & Mfg. Co.
99 Chambers Street at Church
New York City



TO PENNSYLVANIA, NEW JERSEY and DELAWARE DEALERS

GREISS

BUSINESS WILL BE GOOD THIS FALL AND IN 1923

Bicycle price-reduction, together with widespread re-employment will accomplish it.

Our business today is good as business goes. Perhaps it's because our dealer friends depend upon us implicitly. They **know** we will do what is fair and square, always.

We have some more of those wonderful $2.50 guaranteed tires. Buy now while we can obtain them.

GREISS

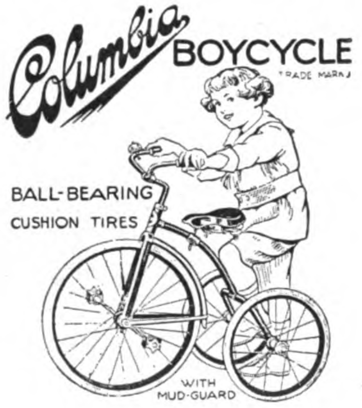
GEORGE H. GREISS **1341 Vine Street** **Philadelphia**

COLUMBIA BICYCLES—The Best That Money Can Buy

RELIABILITY

PROGRESSIVE CYCLE & AUTO SUPPLY CO.

16 Warren Street **New York**



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Just Received a Full Line of

Boycycles—Pedicycles—Pedi-cars

Write for catalogues and quotations.

PROGRESSIVE

What about the Rally Business?

Are you prepared for the new business bound to come your way? Are your shelves full?

We are prepared to give you the celebrated "Hub Service" from a stock which is complete at all times, at a fair price. Immediate delivery.

Write for our Catalog

HUB CYCLE COMPANY

19-37 Portland Street **Boston, Mass.**

HUB-SERVICE

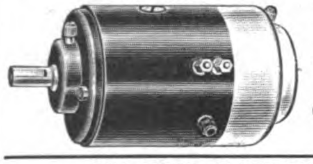
"STEADFAST" IMPROVED LIGHTING UNITS

Fast becoming popular—comprise a Generator and Regulator used as a

NON-BATTERY or BATTERY-CHARGING System

In both of these systems POSITIVE-REGULATION is assured by the superior functioning of the "Steadfast" regulator

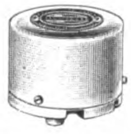
GENERATOR



Capacity 6 or 10 Amps.
Volts 6-8
Generator only $23.00
Contingent Parts, Extra

REGULATOR

For Volts or Amperes
Price $7.50



LOW SPEED—LARGE BALL BEARINGS—RIGID DRIVE
ATTACHMENTS FOR ALL MAKES OF MOTORCYCLES
AT EXCEPTIONAL PRICES—SHIPMENT FROM STOCK

HARVEY MACHINE CO.

1333 S. Los Angeles St. Los Angeles, U. S. A.

DEALERS

We issue a Weekly Bulletin, known as the "Broadway Weekly Visitor," listing Bicycle and Motorcycle accessories at rock bottom prices, along with quality merchandise.

If you are not receiving this Bulletin advise us, if you are, send us a trial order by return mail. Then you can see for yourself that all we offer is true.

Broadway Cycle Co
INC. PHILADELPHIA
527 MARKET STREET

The ROYAL ROAD is the Smooth Road

WHAT MORE CAN YOU ASK A TIRE FLUID TO DO?

A dealer writes us that a boy came pushing his bicycle, with a 5-penny nail clean through one tire, which it perforated in two places. The dealer merely pulled the nail out—and the holes automatically sealed themselves with the Royal Tire Fluid the tire contained.

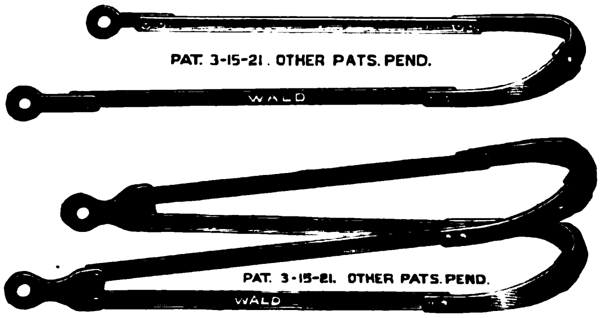
No other fluid on the market, we believe, can do this.

Dealers and Jobbers! With a product superior to any on the market, our price is about half that of other manufacturers.

Dealers and Jobbers, write us for details and ***FREE sample tube.*** *The large replacement turnover make this a tremendous money-maker.*

WRITE NOW!

Royal Supply Manufacturing Co. 265 Bridge St., Brooklyn, N. Y.


PAT. 3-15-21. OTHER PATS. PEND.
WALD
PAT. 3-15-21. OTHER PATS. PEND.
WALD

**The Newest and Best Braces on the Market Today.
Protected by patents and additional patents pending.**

**WALD MANUFACTURING CO.
SHEBOYGAN, WISCONSIN**

EVERY MANUFACTURER

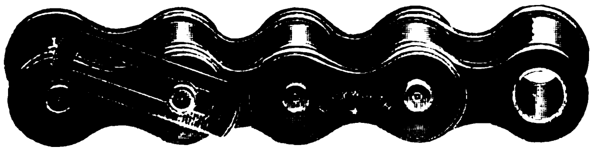
OF BICYCLES AND Coaster Brakes in America uses STAR BALL RETAINERS as standard equipment

**THE BEARINGS COMPANY OF AMERICA
LANCASTER, PA.**

Western Sales Office: **1812 Ford Bldg. Detroit, Mich.**

HARLEY-DAVIDSON

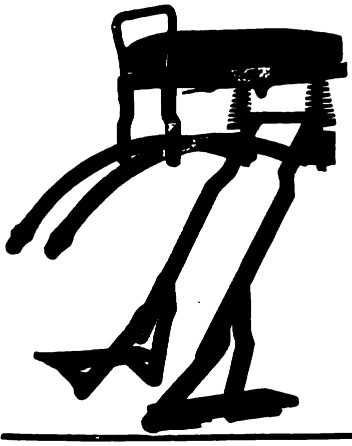
MOTORCYCLES



HAVE

DUCKWORTH CHAINS

As Standard and Exclusive Equipment



Supreme Comfort

Light Weight

Maximum Strength

Lowest Saddle Position

All are blended in the

F-N TANDEM

**Fentress-Newton Mfg. Co.
Detroit, Mich.**

School is now over

And the boys are ready for their bikes. Have you seen the **"Black Diamond"**—the bicycle which attracts the boy's attention immediately? Not only is it a thing of beauty but it is also a marvel of construction.

We Also Carry a Complete Line of Radio Accessories and Sets and a Complete Line of Columbia Boycycles and Parts.

Write for our "One-Dealer-in-a-town" policy. Your territory may still be open.

**CITY SUPPLY CO.
56 WARREN STREET NEW YORK CITY**

MOTOR BIKE, MODEL 209

Dealers' and Distributors' Directory

MOTORCYCLE CYLINDER GRINDING

We have installed the latest and most modern Cylinder Grinding equipment for motorcycle work.
Oversize Pistons and Rings fitted.

48-HOUR SERVICE

Special light weight pistons supplied at a slight additional cost.

WRITE FOR PRICES
Special Discount to Dealers

ALEXANDER KLEIN
2216 N. BROAD ST., PHILADELPHIA, PA.

THE MOTORCYCLE SALES AND SERVICE STATION

Is the largest exclusive Motorcycle Repair Shop in the East having the special equipment necessary for all kinds of motorcycle work.

DIFFICULT REPAIRS A SPECIALTY

Particular attention given to out-of-town work.

2216 N. BROAD STREET
PHILADELPHIA, PA.
(Alexander Klein, Proprietor)

OFFICIAL INDIAN SERVICE STATION FOR PHILADELPHIA COUNTY

B. A. SWENSON, 522 BROAD STREET
PROVIDENCE, R. I.

Second-Hand Motorcycles wanted in trade for Indians. Complete stock of Indian parts.

Mail orders receive prompt attention.

Tel. 332 **E. FULGUM**

HARLEY-DAVIDSON MOTORCYCLES

Parts Battery Service Station
Repairs Schebler Service Station

218 Washington St. Peekskill, N. Y.

Newark Motorcycle Repair Co.

EXCELSIOR AND HENDERSON MOTORCYCLES
BICYCLE AND MOTORCYCLE ACCESSORIES

Tel. 8660 B B
32 Park Avenue
Newark, N. J.

Repair work called for and promptly attended to on all makes of machines. No distance too great.

Excelsior and Henderson Motorcycle Parts

For All Models

If you want quick service, send us your order.
All goods shipped day order is received.
Regular discounts to dealers.

THE
Kellogg Mfg. & Sales Co.
BRIDGEPORT CONN.

WE ANNOUNCE

Indian

Agency for NEWARK, N. J.
(and All of Essex Co.)

Dealers' and Riders' Wants Supplied In New Machines

Complete Line of Parts and Accessories.

BELMONT CYCLE CO.
336 Broad Street Newark, N. J.

Dealers

who advertise here are in the limelight and have raised themselves above the level of the unknown among the cycle dealers.

Advertising here pays—because the manufacturer and wholesaler are always keeping their eyes open for live, wide-awake, KNOWN DEALERS when they have valuable agencies, sub-agencies, big job lots, etc., to place.

Riders, too, want to deal with the KNOWN DEALERS.

Price for space nominal. Write Motorcycle & Bicycle Illustrated, 920 Broadway, New York.

Tele. Gaspee 792-J NORANTONIO, Prop.

NORANTONIO CYCLE CO.

BICYCLE REPAIRING

Agents for Bianchi and B. S. A. Bicycles
Racing Tights, Jerseys and Shoes

128 Atwells Avenue Providence, R. I.

AGENT

Indian Motorcycle
Evans Power Cycle
Briggs Stratton Motor Wheel

Bicycles, Rangers, Dayton, Columbia, Pierce Arrow, Indian and other makes.

Parts and Repairing

Flushing Motorcycle Exchange
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30 Main Street Flushing, N. Y.
Telephone 498J

TOWNER BROS.

Reading Standard

For Most of Western New York
CLEVELAND Motorcycles and DAYTON Bicycles.

Parts for All MACHINES
Expert REPAIRING
Visiting Riders WELCOME

940 Jay Street 179 Lyell Avenue
Both Stores on Niagara Falls Route. Bell Phones.
ROCHESTER, NEW YORK

Cleveland
NER-A-CAR
ACE

KING OF THE ROAD
ACE 1922 4-Cylinder **ACE**

Convenient Terms and Prompt Delivery

Used Machines and Side Cars

HAVERFORD CYCLE CO.
916 Broadway Brooklyn
Near Myrtle Avenue Station
OPEN EVENINGS
378 Broad Street Newark, N. J.

L. C. HERZIG

INDIAN MOTORCYCLES

Brazing Parts General Machine
Welding Accessories Work—Repairing
Schebler Carburetor Service Station

Boulevard and Zabriskie St. JERSEY CITY
Tel. Webster 3959 NEW JERSEY

St. Nicholas Motorcycle Agency

INDIAN MOTORCYCLES
Parts and Supplies
Repairs on All Makes of Motorcycles
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Cor. 162nd Street NEW YORK CITY
Phone Wadsworth 5254

Excelsior & Henderson

Parts, Repairs and Supplies

DRISCOLL & JEANROY

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DAYTON MOTOR BICYCLES

W. H. Buchanan Co., Inc.

DISTRIBUTOR

Reading Standard

HENDERSON and
MOTOR CYCLE Cleveland
MOTORCYCLES

Largest Stock Bicycles and Motorcycles in N. J.
AGENTS WANTED Tel. Market 1330
488 BROAD STREET NEWARK, N. J.

Tell the advertiser that you saw this advertisement in Motorcycle and Bicycle Illustrated. Both he and we will appreciate it.

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Harley-Davidson Motorcycles
and
Iver Johnson Bicycles
Complete stock of genuine parts and accessories.
HARRY ISON
Bridge Plaza North, Long Island City
Phone: Astoria 3025

STEINFELD & CO.
576 WESTCHESTER AVE.
NEW YORK
EXCELSIOR AND HENDERSON
DISTRIBUTORS FOR THE BRONX
Supplies and Parts Always on Hand

Expert Repairing
GENERATORS
Factory-Trained Mechanics
Quick Service, Low Prices
Special Rates to Dealers
HOLLAND & BUSH, Inc.
787 Main Street, Bridgeport, Conn.
Harley-Davidson Agents
H. R. PECK, Manager

FOR SALE

Best Motorcycle and Accessory store in Indiana. HENDERSON, EXCELSIOR and CLEVELAND agency for eight counties. Distributors for MONOGRAM OIL. Official SERVICE STATION CORBIN BROWN SPEEDOMETERS. Good location, cheap rent, well equipped shop. If sold within the next sixty days can be had at a bargain. Established in 1910.

Merz Motor Co., Indianapolis, Indiana
8-4

HOME TRAINERS
$47.00 F. O. B. Phila.
HARLEY CYCLE COMPANY
2636 Braddock Street Philadelphia, Pa.

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MORE THAN ONCE TWO CENTS A WORD PER ISSUE.

CLOSING OUT special items of Motorcylists' Equipment regardless of value. Prices smashed to smithereeens! BRAND NEW ARMY OVERSEAS CAP FREE WITH EVERY ORDER—worth $1.00. Act fast! Order NOW from this list: Army Reclaimed Breeches, 85c, three pair $2.45; New Cotton Khaki Breeches, worth $4.00, now $2.35; Cotton Whipcord Breeches, worth $5.00, now $2.95; Wrap Leggins, worth $1.50, now 80c; Canvas Cuff Leggins, worth $1.00, now 65c; Excelsior Cordovan Puttees, strap style only, worth fully $6.00, now $3.75. State size when ordering. No money required with order—all goods shipped C. O. D. parcel post. UNION MERCHANDISE CO., 104 SUMMIT STREET, TOLEDO, OHIO. 8-3

FOR SALE—The largest stock of motorcycle parts in the world is at your disposal via Uncle Sam's mail. Orders filled same day as received or money refunded. Parts for Excelsior, Henderson, H. D.; Indian can be supplied both new and used. We also have a large stock of all old parts both new and used for the Yale, Thor, Jefferson, Pope, Eagle, M.M., Arrow, De Luxe, and Dayton. If you are unable to give catalog number and name of part, better send in old one to avoid mistakes. Quotations cheerfully made. A cash deposit sufficient to cover transportation charges both ways must accompany all orders. Two and three speeds, cylinders, crank cases, frames, clutches, speedometers, and lighting equipment, both new and used, at a big saving. If you have anything to sell, give us complete description and lowest price in first letter. Motors, magnetos, and carburetors overhauled right by the best mechanics in the shortest period. All work guaranteed. Address all communications to MOTORCYCLE PARTS MFG. CO., 2030-36 WABASH AVE., CHICAGO, ILL. T.F

PARTS FOR ALL MOTORCYCLES—Cheap. tSate your needs and we will send you money-saving prices. Get wise! SCHUCK CYCLE CO., 1922 Westlake Avenue, Seattle, Washington. 12-7

FOR SALE—Smith Motor Wheel, with new tire and new piston rings, good running condition. $25 cash. HOUGH HOUGHTALING R. D. No. 2, New Berlin, New York. 7-27

MOTORCYCLE AND BICYCLE business for sale in city of 45,000. Low rent, well stocked for general repairing. Welding, Vulcanizing and Battery Repairing. Inventory $1,900. Have agency for leading motorcycle. Reason for selling—aviation business. Box 37, care Motorcycle and Bicycle Illustrated, 920 Broadway, New York.

PARTS—New and Used, for Indian, Thor, Merkel, Miami, Pierce, Curtis, F-N, Royal Pioneer. All makes of Coaster Brakes. All types Eclipse Clutches. THE SUMMIT CYCLE CO., Jersey City, N. J. T.F.

MECHANIC WANTED—On Harley-Davidson Motorcycles. Must be experienced on motor and generator work. Steady job for good man. Box 38, care Motorcycle and Bicycle Illustrated, 920 Broadway, New York. 7-27

FOR SALE—Motorcycle and Bicycle Business. Sell for inventory. Selling on account of other business. Established for ten years. WARD BROTHERS, 212 Broadway, Camden, N. J. tf.

ATTENTION TO BICYCLE DEALERS AND REPAIRMEN—Spare frames, brand new, drop guards, drop frame, 20 inch, in assorted colors, complete with one-piece hangers and forks, $9.00. MYEROW BROTHERS, 258 Columbus Avenue, Boston, Mass. 8-11

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There may be an opportunity in your town for taking on one of the Davis line of bicycles. Write us, and we'll be glad to talk the matter over with you.

A letter to us may set you on the pathway to greater profits. Better get it off today!

THE DAVIS SEWING MACHINE CO.

100 Linden Avenue **Dayton, Ohio**

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The Rally Report Number of
MOTORCYCLE & BICYCLE ILLUSTRATED
Will Be Dated August 10

¶ It will contain a complete report of the Rally, profusely illustrated.

¶ It is an issue of outstanding importance and it will pay every member and jobber of cycling products to be represented in it.

¶ Despite special character and increased circulation, there will be no advance in advertising rates.

¶ Press day August 9. Copy and cuts should reach us sufficiently in advance of this date to permit of submitting proof for approval before publication.

MOTORCYCLE & BICYCLE ILLUSTRATED
920 Broadway :-: New York

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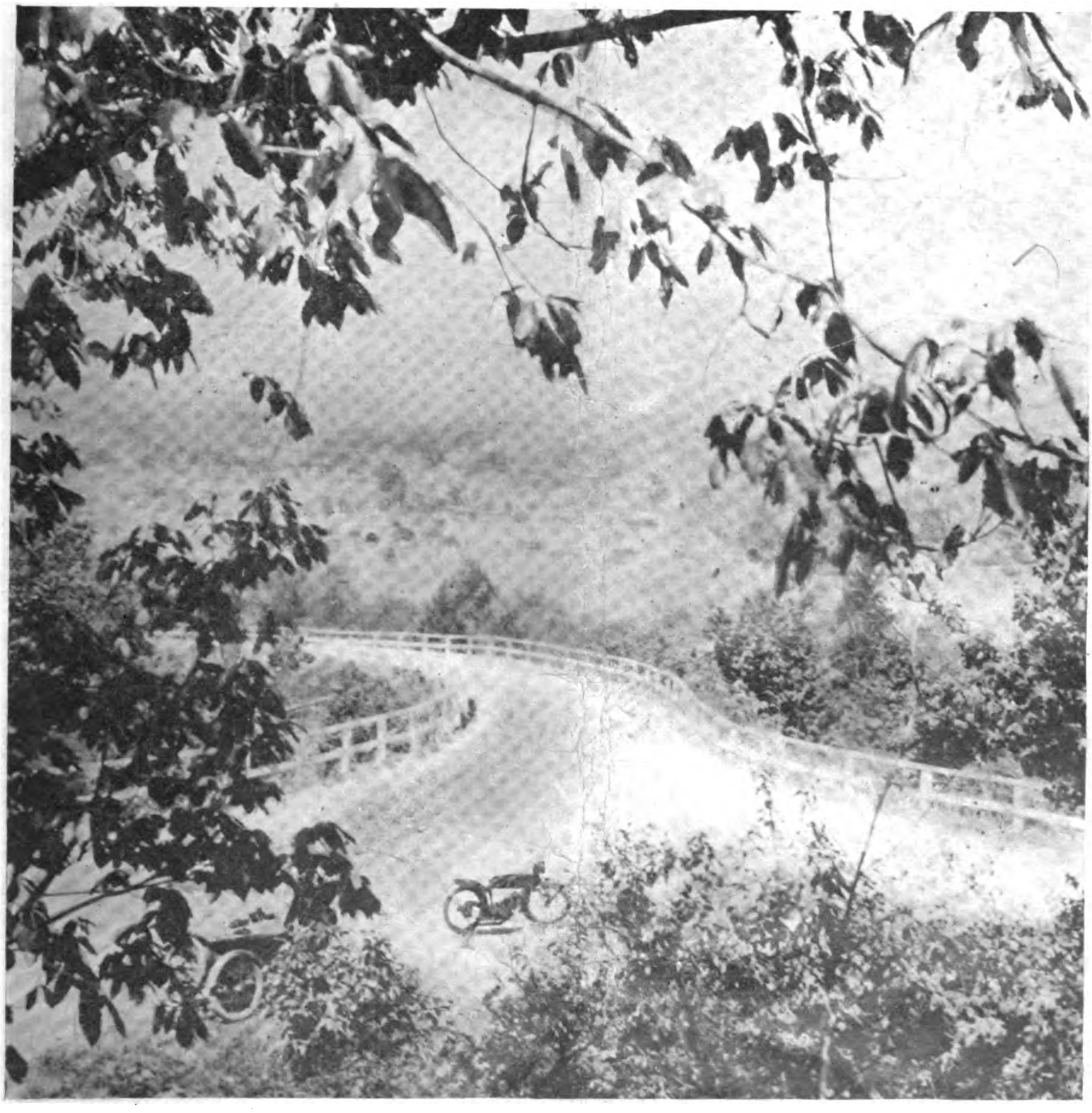
Motorcycle & Bicycle ILLUSTRATED

America's Greatest Cycling Magazine



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FIFTEEN CENTS NEW YORK AUGUST 3, 1922

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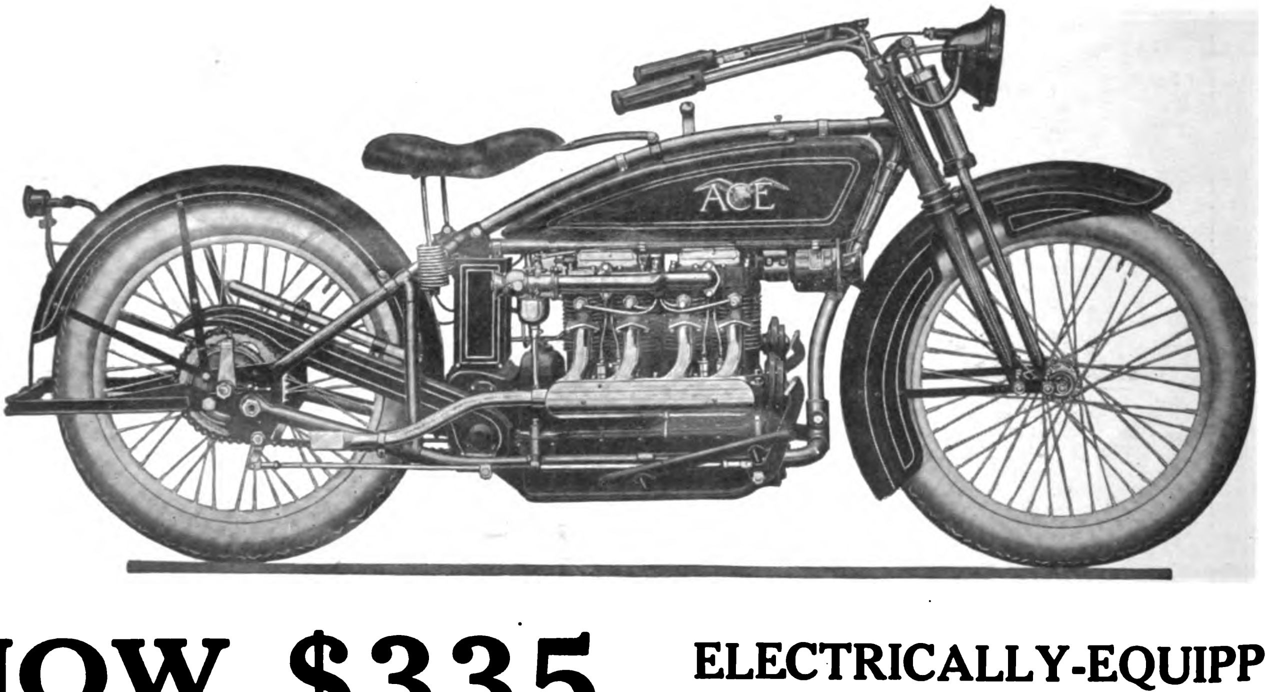
Alert dealers understand the opportunity that this opens. Make the most of the chance by writing to the Ace Dealers' Dept., 2201 Erie Avenue, Philadelphia.



NOW $335 **ELECTRICALLY-EQUIPPED FOUR-CYLINDER**

(F. O. B. Factory, plus tax.)

Motorcycle & Bicycle ILLUSTRATED

Vol. 18 *August 3, 1922* *No. 31*

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Entered as second-class matter March 29, 1921, at the post-office at New York, under Act of March 3, 1879.

Wells Bennett Breaks 24-Hour Records

At Tacoma Speedway, starting at noon, May 31, Wells Bennett broke all 24-hour records, doing an average of 65 miles an hour for the entire 1,562.54 miles, his Henderson being equipped with a

10
20
30
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50
60
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As New York leads other cities follow.

ordered this last week by the New York Police Department which now brings the Indian equipment in this department to over 600 machines. New York Police have used Indian motorcycles for 15 years.

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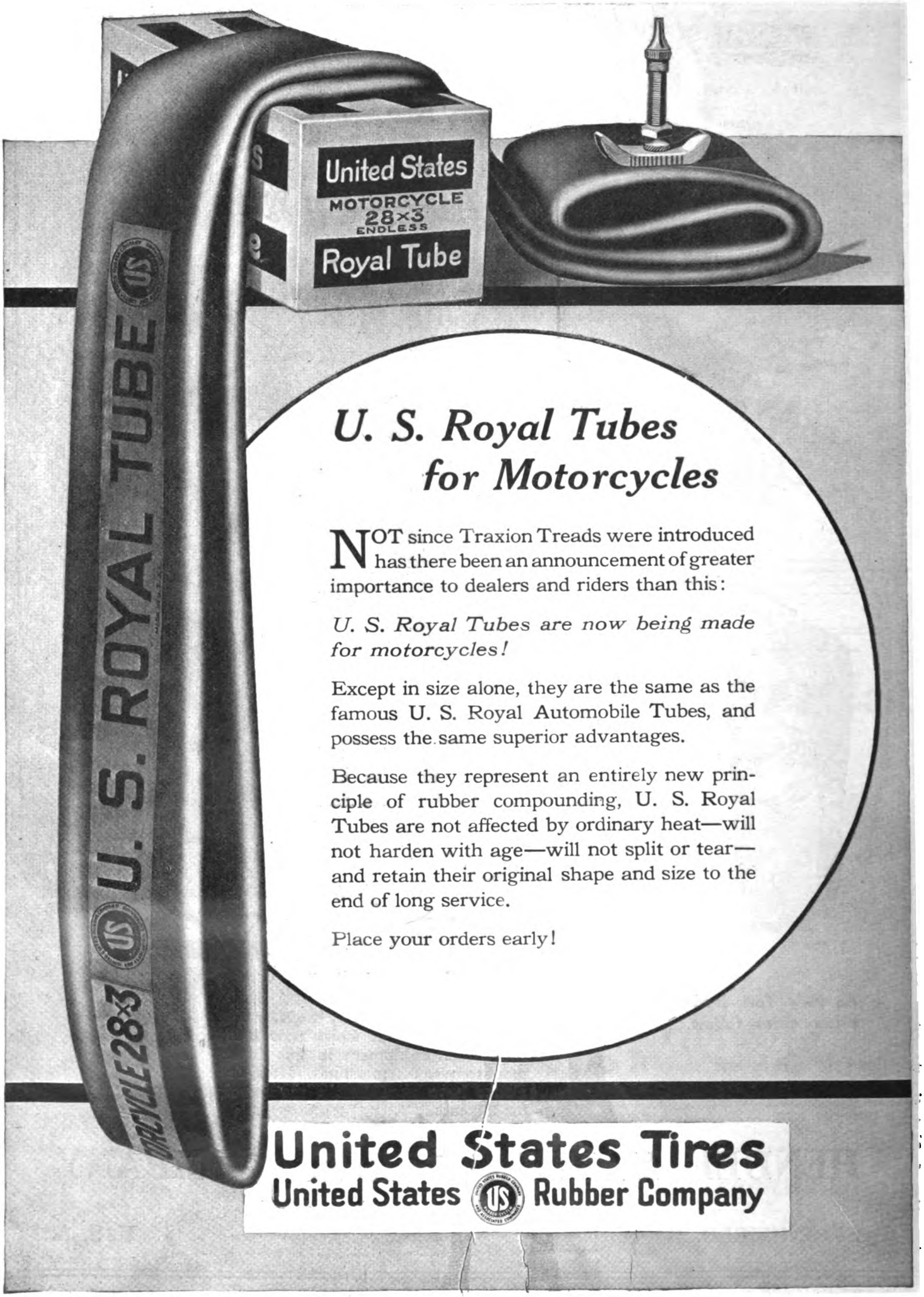

U. S. Royal Tubes for Motorcycles

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U. S. Royal Tubes are now being made for motorcycles!

Except in size alone, they are the same as the famous U. S. Royal Automobile Tubes, and possess the same superior advantages.

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Place your orders early!

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United States Rubber Company

Motorcycle & Bicycle ILLUSTRATED

VOLUME 18 | New York, August 3, 1922 | NUMBER 31

Winding through the Pennsylvania Foot Hills

Around *the* World *in* Cycledom

H. Blackburn Harte

What Are the Motorcycle and Bicycle Riders of the Wide World Doing and Saying? What Are Their Preferences and Prejudices, and What Does the General Public of Other Countries Think of Bicycles and Motorcycles? H. Blackburn Harte Has Been Commissioned to Find Out For the Readers of Motorcycle and Bicycle Illustrated

No. 1—Belgium

IT started this way. Mr. W. H. Parsons had been running his series of articles "Little Journeys in the Cycle Field," in the pages of MOTORCYCLE AND BICYCLE ILLUSTRATED. "But," said someone, "what about the cycle fields across the seas? Motorcycles and bicycles are more used in foreign countries than in the States. Maybe we can find out something from our foreign cousins."

So this idea was started revolving in the editorial heads of America's greatest cycling paper. Then I happened into the office one day and announced that I was starting on a trip around the world.

"Just the thing," exclaimed Mr. Parsons and his companion, F. M., of the Little Journeys. "Why not find out for us what they do with bicycles and motorcycles wherever you go?" And I agreed that I would.

As none of the guide books or road maps gave a motorcycle route from New York to Europe, we had to abandon one brilliant idea and engage passage on a steamship. Then we set out to convince the consuls of the various countries to which we were going that we intended starting no wars, revolutions, or disturbances in their respective fatherlands. After submitting our birth certificates, biographical records, police records and other such data we finally managed to collect a lot of vises in rubber stamps and bad handwriting on the back of our passport, at an average cost of $10 per visa. When these were paid it began to look doubtful if we would have enough left to start our journey.

We didn't learn anything about cycling on board the ship. It was the usual ocean voyage with the usual varieties of weather, including storms, fogs and calm. Finally we reached the Belgian coast, glimpsing the famous resort of Ostend and the city of Zeebrugge, both of which figured in the recent war as submarine bases of the Germans. One evening we dropped anchor in the harbor of Flushing, Holland, to wait the morning tide to let us into the River Scheldt to our final port, Antwerp.

MR. H. BLACKBURN HARTE, who is now on a two-year trip around the world, as a traveling correspondent for the American Trade Press, and whose articles analyzing the cycle industry in the countries which he visits, will appear exclusively in Motorcycle and Bicycle Illustrated, is an experienced journalist and investigator. His contributions, of which this is the first, will be of great interest to everyone connected with the American bicycle and motorcycle industry. He is commissioned to tell us our faults as well as our good points as they appear in the minds of the people of the rest of the world.

In this article, which deals with conditions in Belgium, he finds that the land of King Albert is reputed to have the worst roads on the European continent, yet the use of motorcycles has increased from 5,000 before the war to over 40,000 registered in 1921. He reports that most of the women and girls use bicycles. He says the Belgians compare our motorcycles unfavorably with English and French motorcycles, on the points of finish and accessibility. Also that the bad Belgian roads suggest stronger forks on American machines. He also says that there is general complaint at high prices. As authority for his conclusions he quotes several of the leading Belgian distributors.

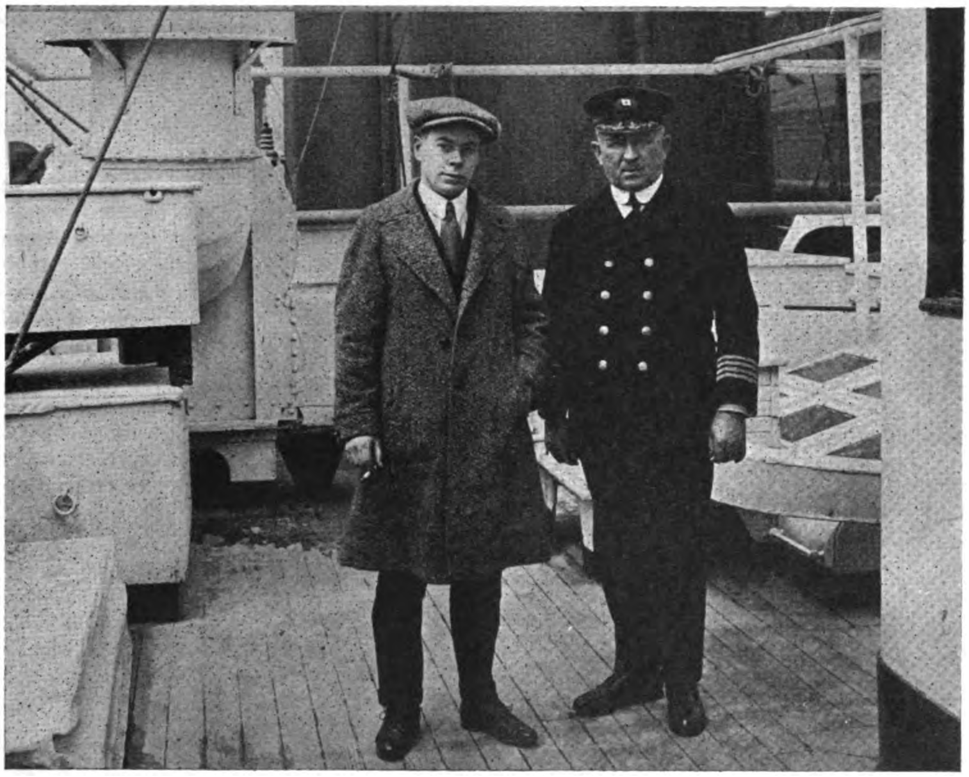
His next article will deal with the motorcycle and bicycle situation in France.

Motorcycles and bicycles figured in our first impressions of Antwerp. We were kept busy dodging them. One finds that there are wild automobile and bus drivers and even wild drivers of horses and carriages and wagons in these European cities, but actually the most terrifying part of the traffic is that large proportion which is on only two wheels, and also the three wheeled motorcycles and velocipedes used for delivering groceries and other articles. One used to the traffic of an American city can dodge the autos successfully, but the speed demons on two wheels come upon you subtly, stealthily, without sound, and graze your coat tails by the slightest fraction of an inch—then they laugh at you or they swear at you. In Belgium they swear at you in four languages—French, Flemish, English and occasionally in German.

There wasn't much to learn about cycling in Antwerp, except to make a few casual observations. We saw that motorcycles are a great deal more in evidence than one sees them in an American city, and are used both for business and pleasure.

All Dressed Up

When used for pleasure people do not put on rough outing clothes as we generally do. They wear their best—it is as much a society sport as automobiling is in the States. We even saw a few gentlemen riding motorcycles in evening clothes on their way to the gay cafes or balls in the evening. Women ride bicycles a great deal, but not motorcycles. Schoolgirls and matronly housewives ride with equal ease and assurance, and in equal numbers. So prevalent is the use of cycles that most places of business, factories



H. Blackburn Harte, on board the steamship enroute for Belgium, the first stopping place in his journey around the world for Motorcycle and Bicycle Illustrated

and other such places, have large stands or racks for the use of their employees and other persons to park their two wheeled vehicles.

Band on Bicycles

One unusual sight we saw in Antwerp was a whole brass band of about one hundred uniformed musicians parading down the streets on their bicycles, carrying everything from small fifes to big bass horns and drums, steering their machines with one one hand, and managing their instruments with the other.

It was not until we got to Brussels, the capital of Belgium, however, that we got our real information on the cycyling situation in this little country. Brussels is a beautiful, moderate sized metropolis, known as "la Petite Paris," because it rivals in beauty and gayety the greater Paris.

The first cycle dealers we saw in Brussels were Florent Van Rymenant and Hugo Kesler, who have shops at 2-4-6 Rue du Canal, and Rue de Lakeken, 112. Messrs. Van Rymenant and Kesler are the general agents for the "Griffon," French motorcycles and bicycles, throughout Belgium, Holland, Luxembourg and the Belgian Congo. They also handle other machines, and some American and English accessories.

Complain of High Prices

"Belgium presents a big field for motorcycles," said M. Kesler. "Before the war there were approximately 5,000 motorcycles in use in Belgium. In 1921 there were 41,000 motorcycles licensed. And there is room for three times these 41,000 if only the prices will come down. There are only 70,000 automobiles in Belgium, many of which are used solely for business purposes. For touring and pleasure the majority of the people here, except the very wealthy, prefer a motorcycle. The difficulty at present is that prices of motorcycles are so close to the prices of the smaller and cheaper automobiles that people will buy neither. They can't afford to run an automobile, but they feel that they are being robbed if they buy a motorcycles and have to pay almost as much as for a car.

"What motorcycle manufacturers must do to popularize motorcycling further and increase their sales is slash the prices. A reduction of 10, 15, or 20 per cent would help some, but a far more radical reduction would, in my opinion, more than pay because of the increased volume of sales that could be expected. Before the war a good motorcycle could be bought here for 1,500 to 2,000 francs ($300 to $400). Now the same machine will cost three times as much. High class American motorcycles sell at present from 6,000 to 7,200 francs. At the present rate of exchange on the American dollar this would represent to an American a sum of $540 to $648, which is bad enough. But to the Belgian, who must figure his money at the normal rate of exchange, because his income is in Belgian money, this represents the equivalent of an expenditure of $1,200 to $1,440. Is it any wonder that not many motorcycles can be sold here at present?"

HIGH LIGHTS ON BELGIUM CYCLEDOME

"In Belgium when people ride motorcycles for pleasure, they wear their best clothes. It is as much a society sport as automobiling in the United States. We even saw a few gentlemen riding motorcycles in evening clothes."

"Women in Belgium ride bicycles a great deal, but not motorcycles. School girls and matronly housewives ride with equal ease and assurance and in equal numbers."

"One unusual sight we saw in Antwerp was a whole brass band of about 100 uniformed musicians parading down the street on their bicycles, carrying everything from small fifes to big bass drums."

"Before the war there were approximately 5,000 motorcycles in use in Belgium. In 1921 there were 41,000 licensed. About 30 per cent. of the machines in use are American."

"The average Belgian motorcyclist gets from 15,000 to 20,000 miles per year at an annual upkeep of about $120."

"German bicycle manufacturers have successfully invaded the Belgian market and are underselling American, French and British manufacturers from 15 to 20 per cent."

American Machines Popular

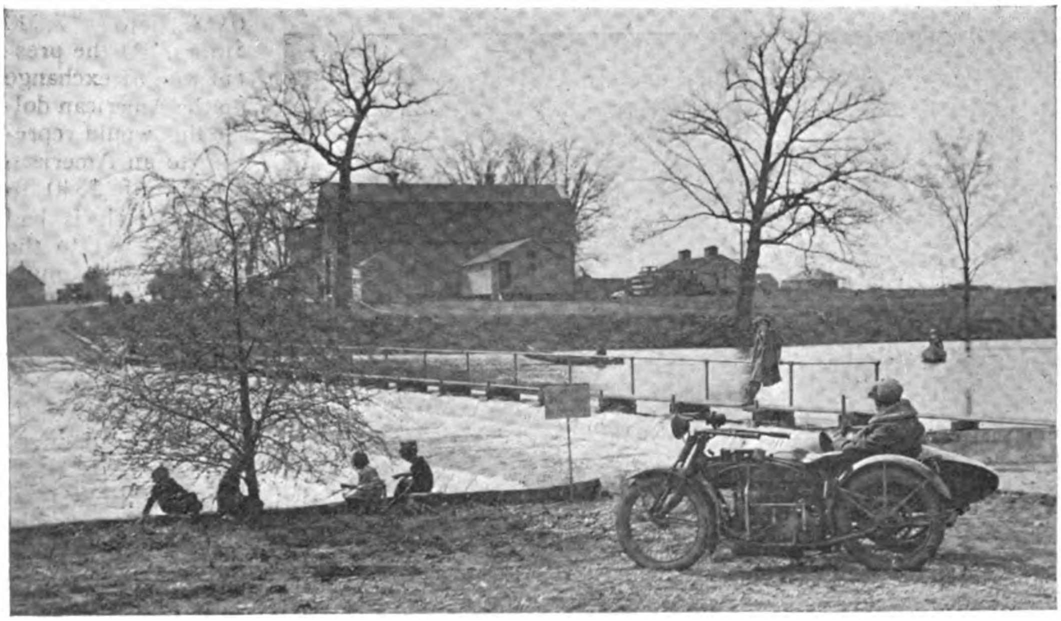
M. Kesler's partner, M. Van Rymenant, gave me a lot of general information on motorcycling and bicycling conditions in Belgium.

"Of the machines in use here approximately 50 per cent. are of English make," he said. "The most popular English machines are the Triumph, the Norton, James, Douglas, and Victor. About 30 per cent. of the machines in use are American makes, chiefly Indians and Harley-Davidsons. The other 20 per cent. are divided between machines of Belgian and French makes. The leading Belgian machines are the "F-N" (Fabrique-Nationale), Sarolea, and Gillet. The leading French machines are the Griffon and the Peugot. German motorcycles will not sell in Belgium, both because of the after-the-war prejudice against everything German, and because the German motorcycles have proven very poor mechanically. Italian machines have made no headway either.

"Medium weight machines of 4 to 6 horsepower are most used in Belgium. Sidecars are not popular, both because of their cost and because people don't like them anyway. The average Belgian motorcyclist gets an annual mileage of about 15,000 to 20,000 miles out of his machine. The roads are very bad in Belgium, paved with stone.

Motorcycles in Necessity Class

"For a mileage of 15,000 to 20,000 miles per year the annual cost of upkeep for a motorcycle in Belgium would be equivalent to $120 in American money. This includes tires, benzine or petrol, which are the most used fuels here, oil, and repairs. The motorcycle here is a necessity, not a luxury. The largest class of users is among the middle class and working people. It is these classes that



A ford across the Des Plaines River, near Chicago. About a foot deep in the center

are now stopping buying because they cannot buy American or English machines for less than 6,000 francs, and cannot even buy Belgian or French machines for less than 3,000 to 5,000 francs.

Our Faults Pointed Out

"There are several things American manufacturers should consider. One is strengthening their forks. Another is getting a better finish on their machines. English and French machines are much more finely finished—there is so much more handwork on them.

"Another criticism I have of the American machines, and that is that their accessibility is poor. The engines are too complex and too hard to get at. The average man cannot make repairs—they almost require a trained mechanic. The French and British machines are much more compact. We find that the average rider here, forced to make repairs on the road, can remedy a troublesome condition in a British or French machine in one-half hour—and that to remedy the same condition in an American machine it will take him two hours.

Ed. Ball, who has made a reputation this season as an endurance rider. He is a brother of Ernest Ball, playwright

"American machines are popular with the speed fiends, but they compose only a small part of our general rider population. If Americans would put out a lighter machine of about 5 horsepower at a reasonable price it would have big sales possibilities."

German Bicycles Cheaper

In regard to bicycles M. Van Rymenant said that the German manufacturers had successfully invaded the Belgian market because of their low prices. After all duties, export taxes charged in Germany, shipping costs, and everything else are paid the German bicycles sell 15 to 20 per cent. cheaper than the British and French bicycles. American bicycles are scarcely used at all.

Business Improving

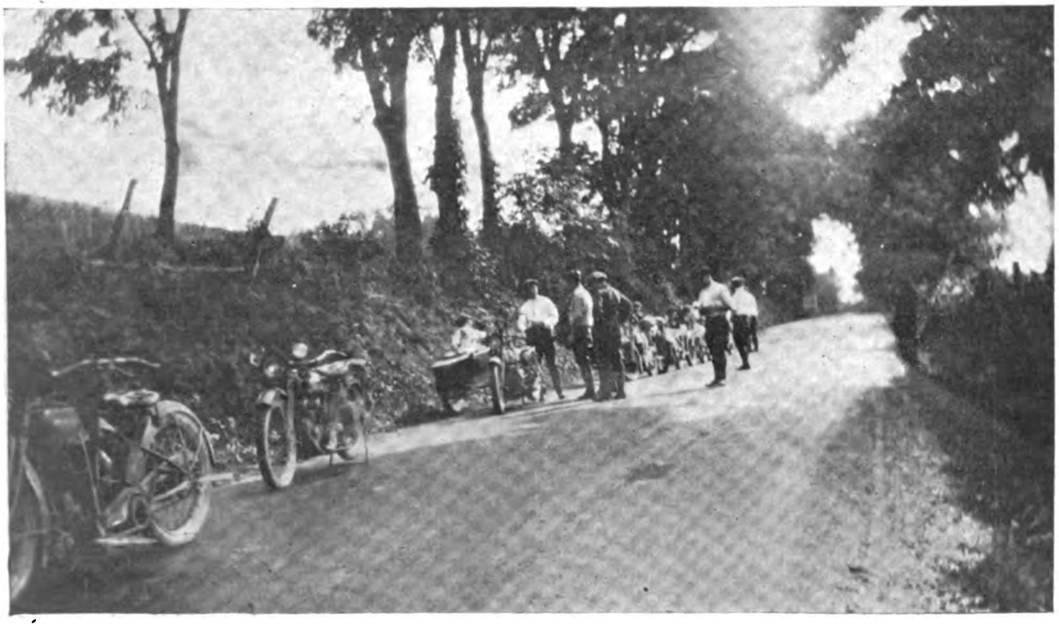
A little more optimistic was Jean Deschryver, of Deschryver and Blanchart, general agents for the Harley-Davidson motorcycle all over Belgium, and agent in Brussels for the Fabrique-Nationale machine, whom I visited next. Deschryver and Blanchart have an elegant store at 2 Avenue Louise, and a large shop and store at 15 Rue Veydt in Brussels.

"The sales of Harley-Davidsons are improving at present," said M. Deschryber. "Three months ago a new sales tax of 5 per cent. was put into effect by the government, which hurt business a little, but with the coming of summer sales are again reviving. Sidecars are fairly popular. On 100 heavyweight machines I sold recently I sold 50 sidecars.

"Among heavyweight motorcycles there are more American makers than any other in Belgium. Among lightweights the English are most popular. Motorcycles are sold to all classes of people for both business and pleasure. People consider them necessities here, not luxuries.

"I have only one criticism to make of American motorcycles, and that is that it is too difficult to repair their motors, and too difficult to remove the motors from the frame."

I next visited Charles Aronstein, proprietor of Aronstein & Company, 14 Avenue Louise. M. Aronstein's firm has the general agency in Belgium for the Indian motorcycles, and also has a large business in the building and selling of sidecars. It also sells the Belgian Gillet motorcycle, and the British makes, Sunbeam and A. G. S.

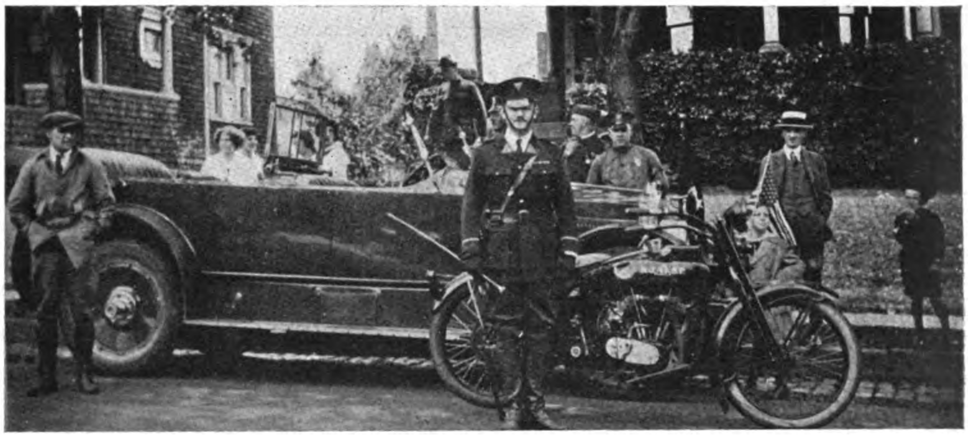


A few Reading, Pa., riders go touring

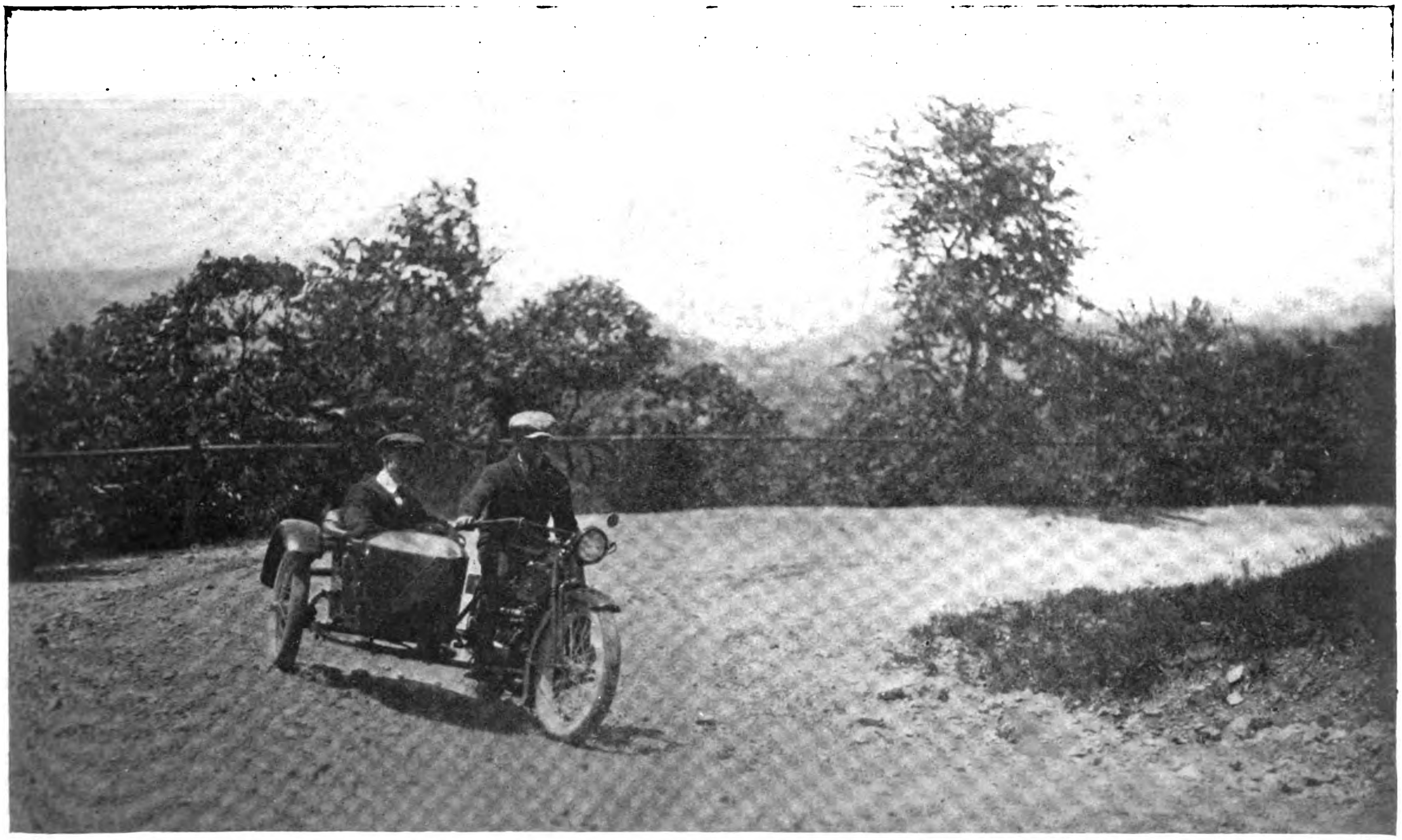
Bad Roads a Handicap

"Indians are selling well," said Mr. Aronstein. "I think the Indian is the most reliable machine built for Belgian roads, and our roads are the worst on the Continent. The most popular model is the Indian 'Scout' and sales are rising at present.

"Of course prices are much too high in comparison which the prices of the smaller and cheaper motor cars. The only reasons we are able to sell motorcycles at all in the face of the competition from the low-priced automobiles is that the people who buy motorcycles cannot afford the upkeep of cars, or have no garages in which they could keep a car. If prices of motorcycles do come down to a reasonable figure I believe motorcycles will continue to be very popular in Belgium."



Capt. Oren Baxter, of the New Jersey State Police, in front of Gen. Pershing's car, at the opening of the War Memorial at Kearney, N. J.



Rounding one of the hairpin turns on the ascent of Mt. Penn, in Pennsylvania

The views of other motorcycle dealers and motorcycle fans with whom I spoke in Brussels coincided with those reported here. The substance of it all points to one thing—that motorcycles must soon come down in price to meet the competition of the low-priced automobiles. People want motorcycles, but not at present prices.

[The next article of this series will deal with the motorcycle and bicycle situation in France.]

ENTRY BLANKS OUT

Entry blanks for the annual field day of the Canadian National Exhibition at Toronto, Ontario, on Saturday, September 9, have been distributed throughout Canadian cities.

VACATION TOUR

U. A. Hicks, manager of the Hendee Chicago branch; P. B. Whitney, Southwestern representative; William Freeman, Hugh Sharp and Ray Garner traveling out of the Chicago branch, toured from Chicago to Springfield, Mass., to attend the Hendee sales conference last week. This picture was taken when they stopped for refreshments at the Jewell & Clark headquarters in Binghamton, N. Y.

The Gang's All There

By W. H. Parsons

I AM not going to tell you very much about the National Rally this week, for it won't be half over when this issue of MOTORCYCLE AND BICYCLE ILLUSTRATED goes to press. I'll just tell you about a few of the early arrivals and enough about what we are doing and are going to do before the week is over to make you wish you were with us. Next week I'll tell you all about it, who won the hill climb, who was the best quoit player, who was the champion checker player, what happened at the pillow fight, who was the champion runner, who had the biggest appetite, 'n' everything.

Well, to begin with, Chairman A. C. Rice of the Rochester committee of rally boosters and his assistants, Art Rochow and G. R. Miner, F. B. Towner, Rolland Ash, F. L. Hunt and O. D. Stewart, must have been a pretty busy bunch of boys, for the arrangements were about as complete as they could possibly be. When you reported at the registration desk you were handed a ticket designating your cot number in the big dormitory. Also tickets to the complimentary dinner at Exposition Park Tuesday night, and the dinner at Newport House Wednesday night. After you got your luggage stowed away in your bunk, Sport Director E. K. Smith took you in hand. If you didn't find entertainment of some kind to suit you it was your own fault.

As Art Rochow put it in the greeting that prefaced the official program it was a case of "Toss dull care aside, open your hearts and minds for pleasure and a good time. Get acquainted. Get into the games. KEEP YOUR MUFFLERS CLOSED."

And, believe me, they did. I never saw a better behaved crowd. So far, I haven't heard an open muffler or seen a rowdy action. It's a mighty good start and I am confident that I can report next week that we finished the same way.

They came early and showed every evidence of an intention to stay late. The first arrivals were nearly a week ahead. They were A. R. Crowford, W. S. Ellis and Joseph W. Miller, of Uniontown, Pa., who arrived on Wednesday, July 26, almost a week before the opening of the rally. They said they had a little extra time for their vacation and thought they might as well spend it in Rochester as anywhere else.

NATIONAL TITLE AUTHORIZED

THE M. and A. T. A. Competition Committee, by mail vote, has authorized the sanctioning of the hill climb to be held in connection with the National Rally at Rochester as a National Title event. It is provided, however, that this shall not constitute a precedent.

On Sunday, July 30, the day before the Rally, they really did begin to come in. Chairman A. B. Coffman, of the M. and A. T. A. Competition Committee, who had been in Rochester for a week in advance to make sure that all of the details were properly looked over, established temporary headquarters in the Wagner-Dolph store on West Main street, and with his able assistant, Mrs. Truett, who was drafted from the Chicago office on Friday, started to take in the registrations. On Sunday night when the office closed there were 275 riders registered, which was a remarkable showing for the day before the opening of the Rally. On Monday night over 500 had registered.

As the sleeping quarters in the Exposition buildings were not opened until Monday many of these early arrivals were provided with rooms. Others who had been camping along the road were given permission to pitch their camps in the park, though this was against the city ordinance. The police chief said he'd overlook that on such a special occasion.

Earl Roylance, who came on from the Pacific Coast to uphold the honors of the Westerners in the National Hill Climb, received a wire from home Sunday morning that he had an added incentive to win, in the arrival of a husky son via Dr. Stork's route. Roylance said he was going to make a desperate effort to take that medal home to hang at the head of the cradle.

The Excelsior crowd were early among the arrivals. Mr. and Mrs. Arthur Lemon rode tandem from Chicago. Irving Barnard drove up from New York. Maldwyn Jones, who figured on taking his mount over the top in the national hill climb, rode through from his home in Lebanon a la sidecar, and says the next time he comes it will be solo. He doesn't like pushing the sidecar around the curves in the crooked Western Pennsylvania roads. Arthur O'Donnell, of Toronto, and Paul Anderson were also on deck tuning up for the hill climb. Gid Haynes came on a Pullman. Ralph Enos, W. G. Paulson and Frank Schwinn rode through with the Chicago tour.

Among the long distance arrivals on Monday were John Hurck and his son, of St. Louis, who had something like a thousand miles to their credit.

E. K. Gordon, sales manager for the Neracar, was the candy boy of the crowd. He rode through from Syracuse in regular Neracar riding costume, which consists of a regular everyday business suit, only it looked more like his Sunday go-to-meeting best, straw hat and briar pipe. Gordon says that's the way to ride a motorcycle.

There were a number of decorated sidecars and all colors of the rainbow prevailed in enamel. One of the most attractive outfits carried the colors of the Chicago Boosters' Motorcycle Club. If they're all like that bright green outfit they're a classy bunch.

Sales Manager G. E. Atkins and Bud Eisenberg, of the Reading Standard, landed Monday morning and were among the first to get their names down on the registration list.

Referee E. B. Holton and a bunch of Jerseyites made an endurance run of it. They came through from Newark in 17 hours and one minute. They left home at 4:05 Sunday morning and arrived in Rochester at 9:05 in the evening. Their speedometers showed 362 miles. Holton rode solo, Mr. and Mrs. Andrew Plitka rode sidecar, R. Smith and Mat Connelly had another, Howard E. Hill and Rudolph Koester another, and Alan Hascall rode solo. All arrived smiling.

General Manager C. W. Plase, Advertising Manager Paul Bailey, New York traveler E. W. Fish and Ernest Hughes, Indiana, Michigan and Kentucky traveler for the Ace, got in Monday. Engineer "Bill" Henderson rode in on Tuesday, piloting a solo Ace.

Mrs. Frances Loeb drove her sidecar outfit through from New York City, arriving at about 10 o'clock Monday morning.

Vincent Mellen, "Skip" Kruger and W. D. Kersha came along on their Neracars to see that Sales Manager Gordon had plenty of assistance in answering the questions of the interested crowds that collected wherever one of the youngest members of our lightweight family was parked.

Early in the afternoon President Walter Davidson and Sales Manager T. A. Miller rolled up in Walter's shining new side car outfit with Walter at the helm. They admitted that they stopped in Buffalo Sunday and polished her all up. Their speedometer showed 926 miles. They came a round-about way, stopping at Fort Wayne, Van Wert, Mansfield, Akron, Wadsworth, Cleveland, and Buffalo, on the way. Their outfit wasn't the only shining thing about them. Both had nice red noses—sunburn, boys, sunburn, nothing else.

A. R. Child, New Jersey and Eastern New York salesman; Walter Williams, Pennsylvania salesman; A. R. Feldman, Western New York and Ontario salesman and Joe Ryan, service man for the Harley-Davidson, were Monday arrivals.

Along in the middle of the afternoon

Don't You Wish You Were There?

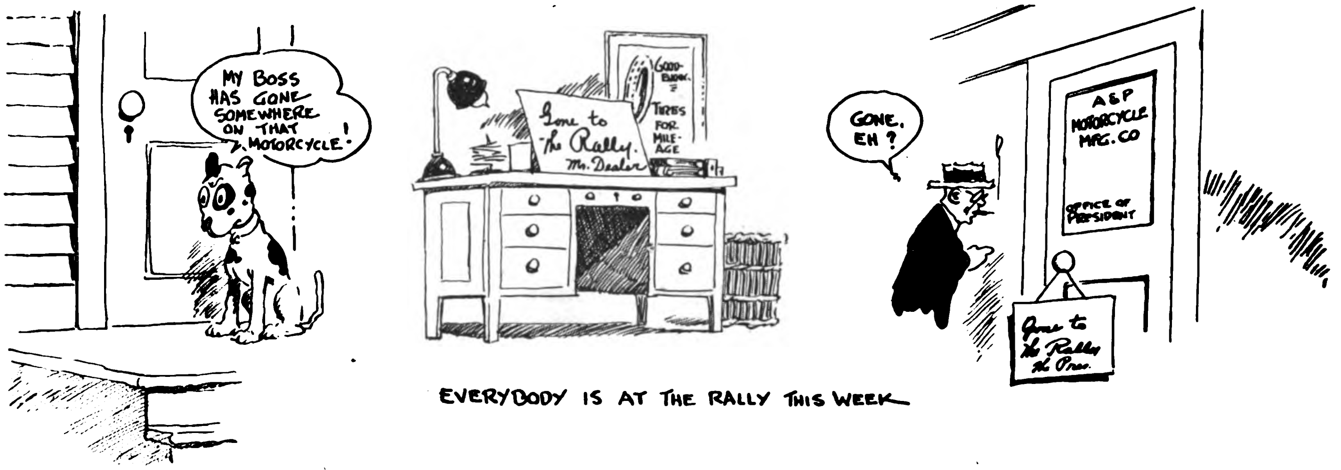
One of the ways in which the National Motorcycle ralliers are enjoying themselves this week. We'll tell you all about it in next week's paper

a big red splotch was seen coming up the road and when it was close enough to be identified it proved to be the Indian warriors from Springfield, headed by Sales Manager J. B. McNaughton, Engineer C. B. Franklin, Assistant Sales Manager A. A. Anderson, Assistant Advertising Manager E. W. Stack, U. A. Hicks, Chicago branch manager, C. B. Whitney, Southwestern representative, T. C. Butler, Coast representative, Cal Webber, who takes care of the Metropolitan district. F. S. Long, C. F. Pineau, G. G. Crandall, William Freeman and Ray E. Garner who travel the various sections of the country, were in the bunch. F. L. Hunt, who travels northern New York and makes Rochester his headquarters, was on the job to welcome them; also Ed Buffum, who came in Sunday night. Chief Frank J. Weschler stopped in town, but came out later.

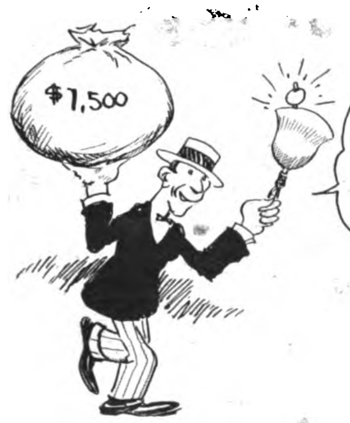
Gus Rice said he had an extra Evans Power Cycle all loaded up with gas and oil and that he'd dare me to ride it during the week. Guess he didn't know I had my riding suit with me. I told him to trot out the machine. He did and I have been having a heap of fun with it.

Well, that's enough for this time. Next week we'll tell you all about it.

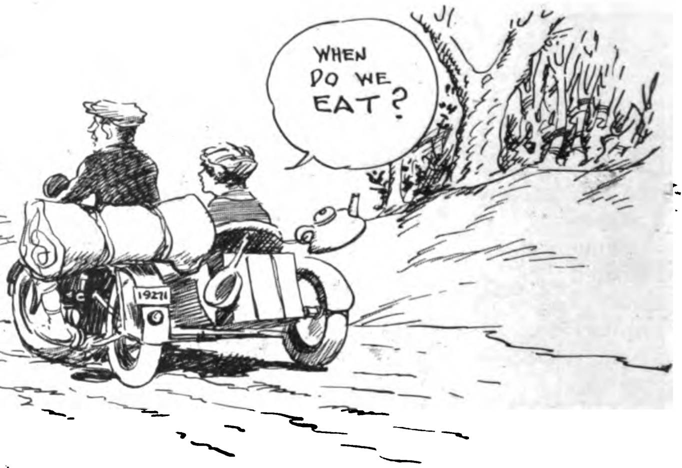
WEEKLY WHIRL of WHEELS


MY BOSS HAS GONE SOMEWHERE ON THAT MOTORCYCLE!
Gone to the Rally. Mr. Dealer
GOOD-YEAR TIRES FOR MILE-AGE
GONE, EH?
A&P MOTORCYCLE MFG. CO
OFFICE OF PRESIDENT
Gone to the Rally the Pres.

EVERYBODY IS AT THE RALLY THIS WEEK

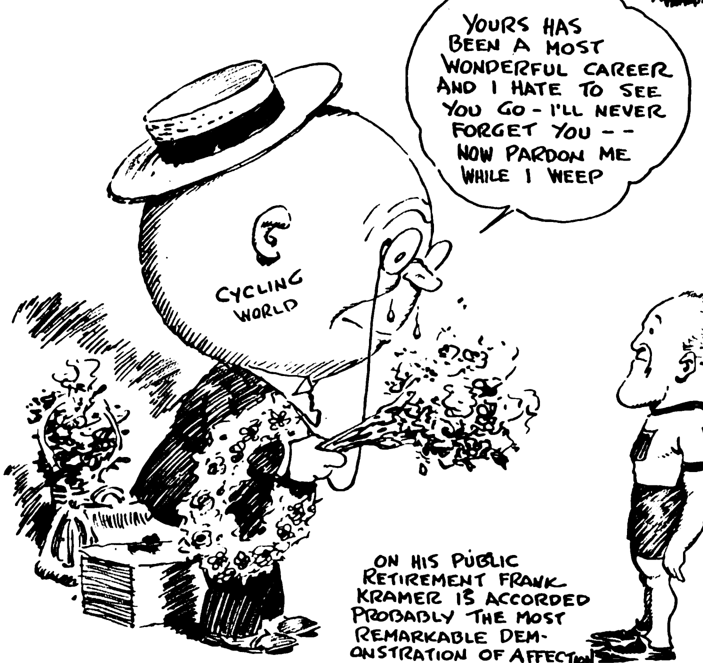

$1,500
HERE'S JACK TO ATTRACT THE STARS AND THE STARS WILL ATTRACT THE PEOPLE!

ARMOUR ANDERSON ANNOUNCES CHAMPIONSHIP RACE MEET ON POTTSTOWN, PA., TRACK LABOR DAY

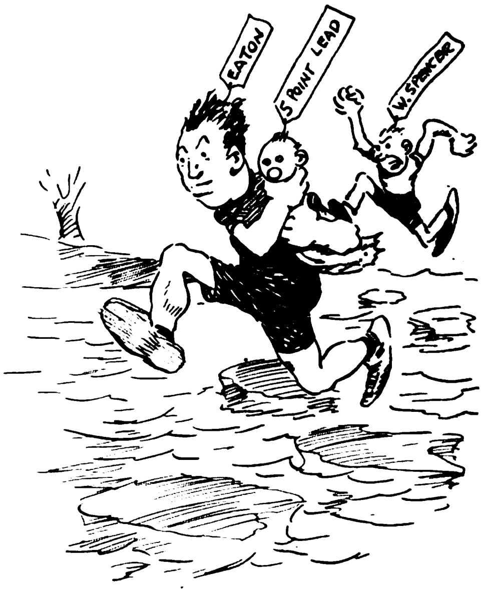

WHEN DO WE EAT?
19271

AH, YES. THIS IS THE TOURING SEASON AND MOTORCYCLISTS ALL OVER THE COUNTRY ARE TRAVELING WITH CAMPING OUTFITS

HOWARD FREEMAN


YOURS HAS BEEN A MOST WONDERFUL CAREER AND I HATE TO SEE YOU GO - I'LL NEVER FORGET YOU -- NOW PARDON ME WHILE I WEEP
CYCLING WORLD

ON HIS PUBLIC RETIREMENT FRANK KRAMER IS ACCORDED PROBABLY THE MOST REMARKABLE DEMONSTRATION OF AFFECTION EVER EXTENDED TO AN ATHLETE


EATON
SPOINT LEAD
W. SPENCER

THE PRO SPRINT CHAMPIONSHIP IS A PERILOUS RACE LIKE ELIZA'S SCAMPER OVER THE ICE

The event of the year in French motorcycle races was held July 11 over the Strasburg circuit. The race is known as the Grand Prix of the Automobile Club of France, and was won by Bennett, the English rider. Photo by International shows some of the riders passing the grandstand at Duppigheim

Bennett Wins French Grand Prize

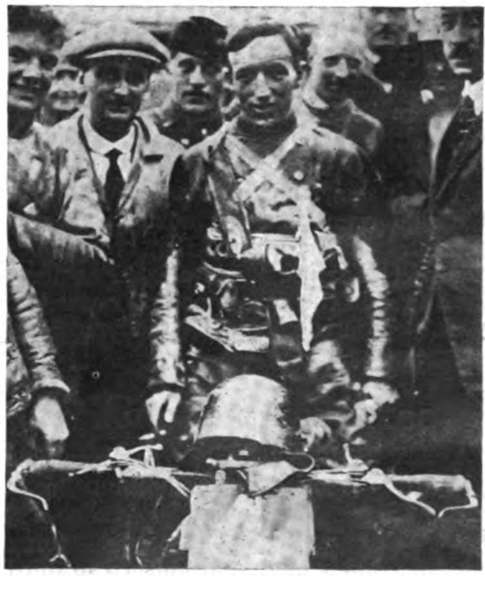
BENNETT, the English motorcyclist and winner of the Tourist Trophy race this year, captured first place in the 500 c.c. Grand Prize race over the Strasburg Circuit, Wednesday, July 12. Bennett was mounted on a Sunbeam and turned the 250-mile course in 4 hours, 5 minutes and 47 seconds, averaging about 61 miles in the hour. Hassal, on a Norton, was second in 4 hours, 20 minutes and 8 seconds. Third place went to Zind, who rode a Motosacoche, who took 4 hours, 33 minutes and 33 seconds for the distance. Francisquet, another Norton rider, was fourth in 4 hours, 42 minutes and 48 seconds.

Three Italian riders with Italian mounts, ran one-two-three in the 350 c. c. class, run over the 208-mile course. Visioli, mounted on a Garelli, won in 3 hours, 39 minutes and 56 seconds, an average of about 56 miles an hour. Gnesa, Garelli, was second in 3:41:01, and Dall 'Oglio, Garelli, third in 4:30:48. Meuncer, Alcyon, and Cuzeau, Terrot, ran fourth and fifth, respectively.

G. S. Davison, astride of a Lewis, accounted for the 250 c. c. class race, which was run over a 166-mile course. He was timed in 3 hours, 8 minutes and 24 seconds, an average of 53 miles an hour. Sallot, on a Thomann, was second in 3 hours, 34 minutes and 30 seconds. Others to finish included Cottin, Velocette, 3:34:41; Froment, Yvel's, 3:36:26, and Whaley, Massay-Arran, 3:41:07.

HOLYOKE'S BUSY MOTORCYCLE COP

OF all Holyoke streets, the long straightaways on Northampton street from Smith's Ferry, where Holyoke territory ends, to the West Springfield line, affords the greatest temptation to automobile speedsters. The Holyoke motorcycle squad consists of one patrolman, Motorcycle Officer Frederick W. Kuenzel, equipped with an Indian motorcycle. Officer Kuenzel lives in South Holyoke, but automobile drivers doubt if he stays there more than 15 minutes a day. At any rate, he appears in a good many places in an hour, sometimes, and there is no telling how many perfectly good tires have slid along the smooth Northampton road to their great detriment owing to the sudden appearance of the "mounted cop" from a side street or around a curve. Certain hours of the day he is likely to be seen on certain sections of Holyoke streets, but the moment the wary speedster begins to count on that, he finds that the Kuenzel schedule is "subject to change without notice," as the railroad timetables say. "Hey, what way did the motorcycle cop go?" is a not infrequent question of the would-be hurry-up driver to the small boy on Northampton street, and he gauges his speed accordingly, perhaps to look behind at the comfortable speed of 35 miles an hour to see a blue-coated person very busy following in his wake, and to be later subjected to an unwished for interview.



The English motorcycle racer, Bennett, just after the finish of the Grand Prix of the Automobile Club of France recently, which event he won at an average speed of about 100 kilometers an hour. Bennett was also last year's victor in the same event

"How do they take being 'held up' for speeding?"

"Most of them take it all right," said Officer Kuenzel. "They are full of excuses, of course; the favorite excuse is that 'the speedometer is not working,' or 'I did not realize how fast I was going.' No, I have never had any trouble. A man who travels at the rate of speed that makes him liable to arrest generally knows what he is doing."

CUT NATIONAL SIDECAR PRICE

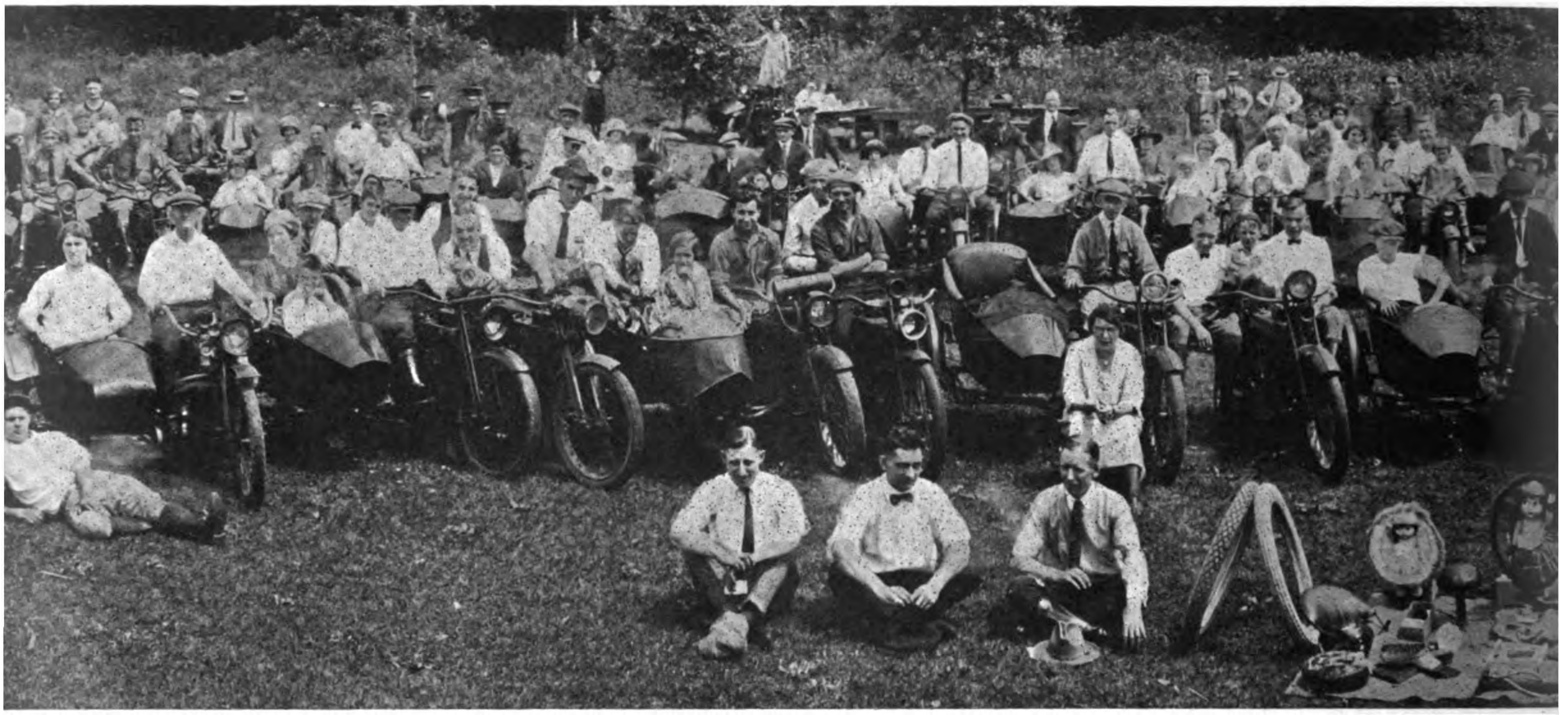
EFFECTIVE immediately the price on the National sidecars has been reduced on all models by the Hastings Manufacturing Corporation, Goshen, Ind.

The Touring Model V is now $94.50; Meteor Model V, $103.50; Junior Model V, $94.50; Touring Model G, $103.50; Meteor Model G, $112.50; Junior Model G, $103.50. The prices are f. o. b. Goshen, Ind., plus tax and freight.

"The price is cut, but the National features remain," the corporation states.

THE IRISH CYCLIST SAYS:

"There are many people who think it necessary to decorate their anatomy with liver pads, lung protectors, porous plasters, etc., but the use of a bicycle soon leads them to cast aside their jewelry."



When the Harley-Davidson dealers in the Middle Atlantic Sec

RECORDS GO AT CLIMB

PREVIOUS records were smashed at the sixth annual hill climb of the Vallejo Motorcycle Club on Sunday, July 30. The climb was staged at Brownlie Peak, at Vallejo, Cal., and a good crowd turned out.

Joe Petralai, mounted on an Indian, in the 80-inch professional class, went over the top in 57 2/5 seconds. Finnigan Speer held the previous record of Brownlie Peak at one minute and three and two-fifths seconds. The course is 1,350 feet with a rise of approximately a thousand feet, making a good hard climb for the riders.

The first event was for club members only. N. Bettencourt, Harley-Davidson mounted, went 912 2/3 feet. In the 61 cu. in. novice K. Vandermark went over the top on his Harley-Davidson in 1:18 3/5. Second place went to Thrane, Harley-Davidson, Thrane doing 845 feet in his trial.

In the 61 professional Vandermark, Harley-Davidson, went over the top in 1:22 3/5 seconds. G. L. Smith, Harley-Davidson, went 1,200 feet, and Pat Speer, 1,090 feet.

In the 80-inch professional class George Foulders was second to the record-breaking winner, Petralai, Foulders being timed in 1:15 1/2 seconds. Vandermark did 128 feet on his Harley-Davidson mount.

M. Brisbin, Indian Scout, was first in the club event and the novice, but was protested on the ground that he was not a novice, because he is alleged to have been first in the corresponding event last year. A decision will be rendered later on the protest.

Winners of the Beauty Contest at the Harley-Davidson Field Day at Hulmerville, Pa. Left, Mrs. Grant Smith, blonde, and right, Mrs. Lena Jacobs, brunette

SO. AFRICA ROAD RACE

ALF LONG, on a stock Excelsior, made the best time in the annual road race in So. Africa, doing 396½ miles in 9 hours, 46 minutes, 23 seconds. Long started from scratch and finished in third place, being beaten out by C. H. Young on a 499 c. c. Triumph. Young had a handicap of one hour, and his time was 10 hours, 1 minute, 32 seconds. H. Scott, on a 349 c. c. A. J. S., with a handicap of two hours and 25 minutes, took second place, and his time was 11-37-50. The other men who started from scratch included E. Murray, (Harley-Davidson) who finished in eight place, T. Nichol on an Indian, who came through 17th, and W. Wilson, also with an Indian, who finished 18th.

It will be recalled that Long with an Excelsior sidecar outfit won the sidecar races two years in succession. The sidecar race, however, was abandoned this year.

Mrs. Stella Ritz, winner of the contest for the lady with the neatest riding costume, at the Harley-Davidson Field Day at Hulmerville, Pa.

met for a field day at Hulmerville Park, Pa., on Sunday, July 16

CAMP SITES ON LINCOLN HIGHWAY

THE number of tourists carrying camping equipment and making but a minimum use of hotels during their summer drives seems to be increasing yearly. The Lincoln Highway Association this year received an unusually large number of requests for information as to the location of specially equipped camp sites with the result that the following data have been compiled. At all of the points listed, special grounds have been set aside for the free use of campers, convenient to the city itself, and tourists are welcome and treated with consideration.

TOWNS AND CITIES ON THE LINCOLN WAY PROVIDING FREE MUNICIPAL CAMP GROUNDS FOR TOURISTS

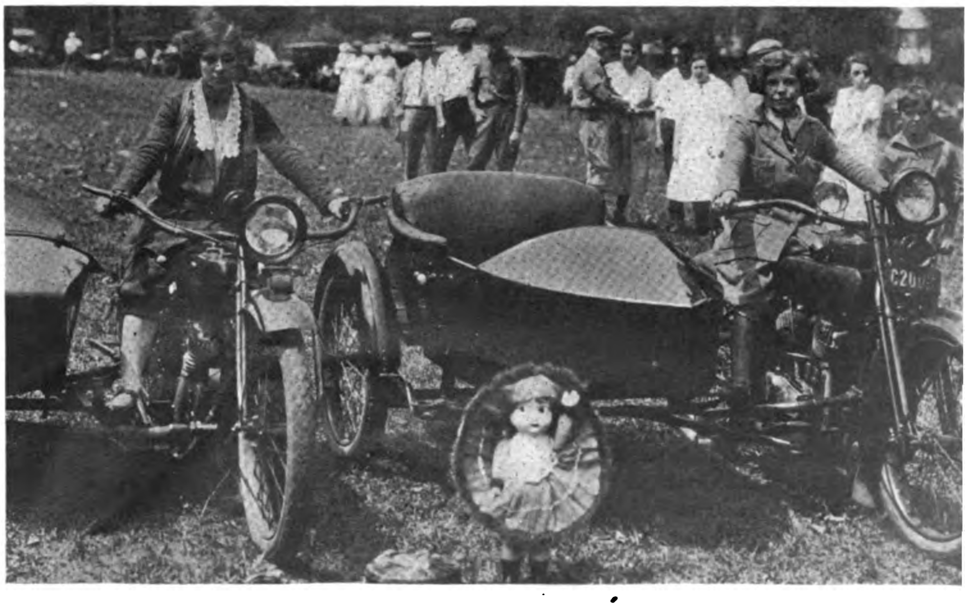
New York to San Francisco, 3,305 Miles

City	State	Population
Caledonia Park	Pennsylvania	State Camp between Gettysburg and Chambersburg.
Ligonier	Indiana	2,000
La Porte	"	*15,000
Dyer	"	500
Plainfield	Illinois	1,200
DeKalb	"	8,000
Aurora	"	40,000
Clinton	Iowa	25,000
DeWitt	"	2,000
Calamus	"	300
Clarence	"	700
Marion	"	4,500
Cedar Rapids	"	45,500
Belle Plaine	"	3,900
Tama	"	2,600
Marshalltown	"	16,000
Nevada	"	2,700
Ames	"	6,500
Boone	"	12,450
Grand Junction	"	1,500
Jefferson	"	4,000
Scranton	"	1,000
Dennison	"	3,600
Woodbine	"	1,600
Council Bluffs	"	36,000
Omaha	Nebraska	190,000
Fremont	"	10,000
Valley	"	800
North Bend	"	1,300
Schuyler	"	2,600
Columbus	"	5,500
Silver Creek	"	800
Clarks	"	1,000
Central City	"	2,500
Grand Island	"	14,000
Wood River	"	900
Gibbon	"	1,000
Elm Creek	"	750
Lexington	"	2,500
Cozad	"	2,000
Gothenburg	"	2,200
North Platte	"	10,500
Sutherland	"	700
Ogallala	"	1,500
Brule	"	200
Chappell	"	1,300
Lodgepole	"	500
Sidney	"	3,000
Potter	"	500
Dix	"	400
Kimball	"	2,000
Bushnell	"	400
Cheyenne	Wyoming	14,000
Laramie	"	6,500
Rock River	"	600
Medicine Bow	"	300
Fort Steele	"	200
Rock Springs	"	6,500
Green River	"	2,200
Fort Bridger	"	100
Evanston	"	3,500
Coalville	Utah	1,000
Salt Lake City	"	118,000
Tooele	"	3,600
Ely	Nevada	2,100
Fallon	"	2,000
Reno	"	13,000
Carson City	"	1,700
Placerville	California	3,000
Sacramento	"	66,000
Stockton	"	43,00
Tracy	"	3,00
Haywards	"	3,50
Dutch Flat	"	5
Auburn	"	2,30

* Two camps.

GOES BACK TO MOTORCYCLE

Elsel Marshall, the veteran of presen bicycle racing stars in Ottawa, Ontario has gone back to the motorcycle as means for individual transportation Marshall was one of the first motorcyclists in Ottawa, but he "graduated" t the automobile class several years ag This year he decided that he had had al he wanted of all automobiles and therefore sold his car. He is now the prou possessor of an Indian motorcycle an sidecar in which he is taking his wife an son on many happy outings and tours a small cost.



Winners of the contest for expert lady drivers at the Harley-Davidson Field Day a Hulmerville, Pa. Left, Miss Dorothy Dixon, second; right, Mrs. Nelson Dey, first

New Splitdorf Magneto Line *a* Success

MOTORCYCLE enthusiasts have watched with growing interest the performance of the newer Splitdorf line of magnetos—the Model S in 1, 2 and 4-cylinder models. After a year's test in the hands of the user the motorcycling fraternity has made up its mind that the Splitdorf Electrical Company made a "ten strike" in bringing out the newer instruments.

Neat in design and light in weight ignition experts are impressed with the figures taken from characteristic curves of these magnetos prepared by the Engineering Department of the Splitdorf Electrical Company to give an idea of the capabilities of the magnetos.

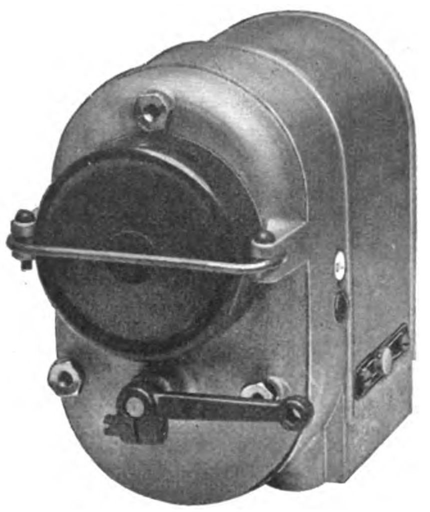
The Model S in advance position produces sparks regularly over a .020″ spark gap under 60 lbs. compression at 40 r.p.m. and under 100 lbs. compression at 90 r.p.m.

In this newer Splitdorf series the Model S has a single permanent magnet arranged with the planes transverse to the rotor axis. The effective cross-section of the magnets is the same from end to end. In the rotor a through steel shaft supported on ball bearings is used. The rotating laminations are fastened to the shaft by reason of being anchored in non-magnetic material which is cast under pressure around the shaft and laminations. There are several advantages in this construction, a solid shaft naturally makes a more rigid construction than one built up of several parts. The shaft is not magnetized and some magnetic leakage is therefore eliminated. The total magnetic reductance of the air gaps has been reduced by increasing the areas.

The frame of the magneto is an aluminum die casting. In this casting are anchored two magnet pole pieces and two coil pole pieces. The casting is made of an alloy especially developed to take care of the differences in shrinkage and temperature. The surfaces on which rest the permanent magnets and the coil core are ground, as are also the ends of the magnets and of the coil core. This insures excellent joints at these points, which further increases the efficiency of the magneto.

The coil core is attached to the frame by means of clamps and the area of the joints at these points is considerably larger than in previous designs. More space has been allowed for the coil which permits even greater insulation so that the possibility of electrical breakdown is at a minimum. Primary wires are soldered to the coil terminals, this being done to insure good contact.

The breaker mechanism follows in general Splitdorf practice in which the breaker bar and stationary contact point are carried on a plate which is movable for advance and retard. The breaker bar is operated by means of a cam on the rotor shaft. By having the contact points fixed it is possible to examine them while the magneto is in operation. The bearing of the breaker bar shafts is not required to take current, a pig-tail connection, one end of which is fastened to the breaker bar and the other to the magneto frame conducts the current from the movable contact point to ground. The Mica condenser, which is of standard Splitdorf pattern, is mounted on the breaker base and is carried in a metallic housing. On the face of the condenser is a card illustrating the method of adjusting the contact points.



Splitdorf S-2 magneto, standard equipment on 1922 Indian motorcycle

The advance lever is mounted in the front cover and by means of a short shaft and crank engages a slot in the breaker base, thereby allowing the base to be moved for advance and retard positions.

The distributor is mounted above and in the same compartment with the breaker. This compartment is closed by means of the front cover, which when removed provides an excellent means of examining the breaker and distributor mechanisms. The distributor disc is attached to the distributor shaft and is provided with one segment which contacts with the brushes in the distributor block.

A very simple method of fastening the spark plug tables is used. The block is moulded with depressions in both the block and cover. The spark plug cables are simply cut off to the proper length, pressed into these grooves and then onto a steel pin which pierces the insulation and contacts with the wire. The distributor block is fastened to the front cover and may be removed with it.

The insulating materials used in the New Splitdorf Series are Americanite and Bakelite, the first being an insulating compound of high dielectric and mechanical strength produced by the Splitdorf Company.

The cover is formed from a single piece of non-magnetic sheet metal, lapped at its edges to insure waterproofing. The cover is held in place by clamps recessed into the frame. These clamps are held by screws which are wired and sealed at the Splitdorf factory.

BARLOUGH GEAR REDUCED

HARLEY-DAVIDSON dealers and riders will be pleased to hear that the Barlough reverse gear, one of the most popular attachments for the Harley-Davidson motorcycle, has been greatly reduced in price, and that it is now possible for the dealer to purchase this accessory, sell it at a profit and yet dispose of it at a reasonable price.

Although this reduction was brought about at a sacrifice, it was done in the spirit of co-operation.

Since the cost of the Harley-Davidson has been so generously reduced, it seems only fair that the reverse gear should, in the same way, display its desire to accompany and become a part of every Harley-Davidson.

The S. L. Barlough Motors Company feel certain that the deficit caused by the decrease in price will be satisfactorily met by an increase in the volume of sales, as the reverse gear, at the new purchase price, becomes a necessity to every rider and, therefore, a profitable side line for every Harley-Davidson dealer.

ANNUAL CONVENTION DUE

The annual convention of executives and traveling salesmen of the Canada Cycle & Motor Company is scheduled to be held this year during the week of August 14 in the club house of the Weston, Ontario, Golf Club. Branch managers and others from all parts of Canada will be in attendance to discuss matters of policy for the coming year.

HONOR TIRE INVENTOR

Robert William Thomson, the original inventor of the pneumatic tire, was honored on his centenary recently with a memorial tablet erected by the Royal Scotch Automobile Club at Stonehaven, Scotland, his birthplace.

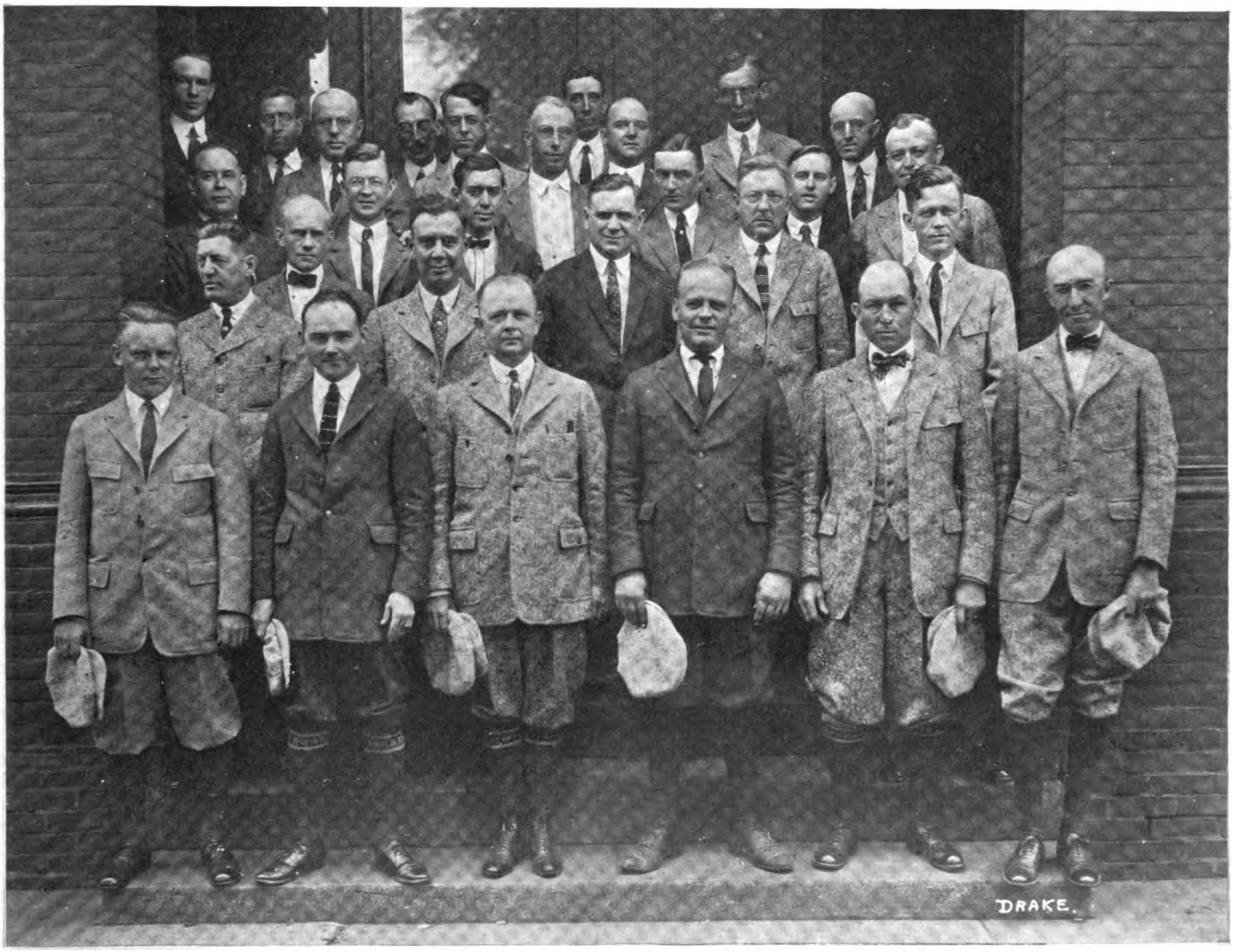
Indian Salesmen Hold Conference

KEYED to the highest pitch of enthusiasm after a week's conference at the factory, the gathering of the Hendee Mfg. Company salesmen came to a close on Friday, July 29, most of the salesmen going to Rochester for the Rally and the others leaving for their respective territories. The conference was very intimate and informal but was pregnant with wonderfully constructive ideas and the round table discussions uncornered data of inestimable value.

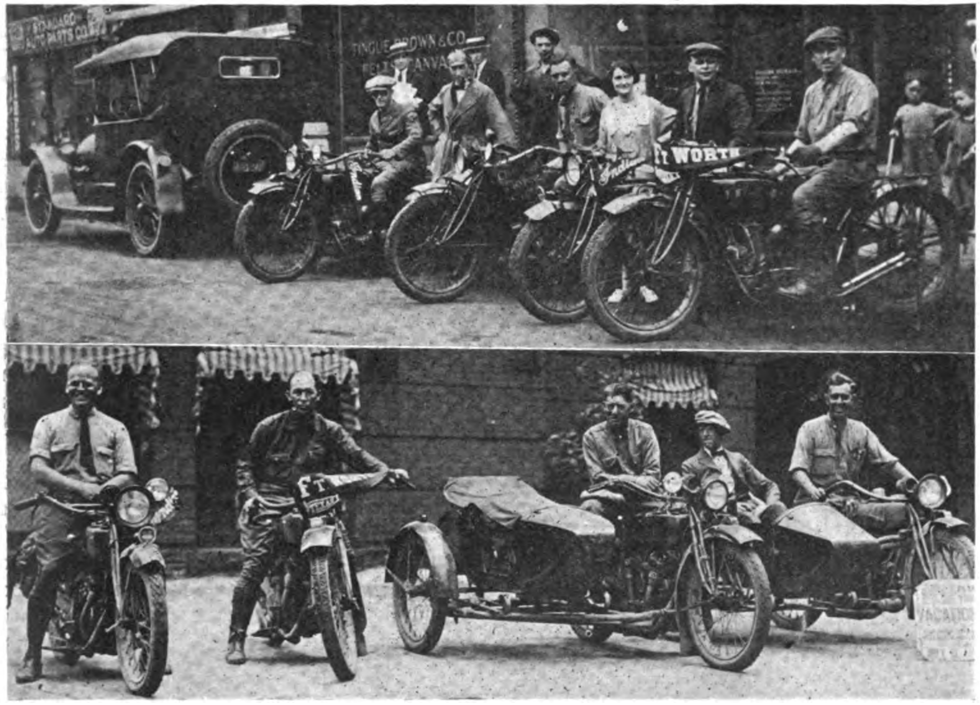
The conference opened on Monday, July 24, at 9 o'clock and the salesmen met each morning at 9 a. m., adjourning for lunch at noon and convening again at 1:30 p. m. This program was strictly adhered to during the week.

A greater part of the first day's routine was taken up by J. B. McNaughton, sales and advertising manager, who gave an intimate presentation of the sales and advertising plans for 1923. This naturally embodied the important part which each salesman's quota is to play in arriving at the total domestic sales quota for 1923. Mr. McNaughton laid strong emphasis on the fact that Indian prices were astonishingly low, much lower than had been hoped for and advised that the buck had been passed to the sales department to deliver the goods, as the maintaining of these prices is entirely dependent upon volume. He pointed out the wonderful possibilities offered through the 1923 models and prices and that this should not only increase the sales of the present established dealers, but would also be a big factor in increasing the dealer organization. With the splendid line of merchandise which the Indian has to offer, the Continental Guaranty Company, as a silent partner and the capable and efficient dealer co-operation from the advertising end, the company feel that the Indian franchise is a valuable one and sufficiently attractive to interest a strong clientele at such points as they are not satisfactorily represented at the present time.

The Hendee company has always maintained that the most important step in modern merchandising is co-operation between the manufacturer and the dealer and in the preparation of their advertising plans for 1923, this thought has been foremost in their mind. During 1923 this policy will be pursued only on a larger scale. There are already in the works several pieces of literature which should prove of value to Indian dealers in stimu-



At the Indian salesmen's conference: Top row, l. to r., L. D. Richards, Statistical Dept.; George Ramsdell, Order Dept.; J. Leahy, Accounting Dept.; G. W. Sherman, Foreign Dept.; J. B. McNaughton, Sales and Advertising Mgr.; Charles Franklin Mechanical Engineer; J. T. Cronin, Credit Dept.; E. W. Stack, Asst. Advertising Mgr.; E. J. Green, Payroll Dept. Third row, l. to r., J. D. Stevens, Asst. Treas.; Parmley Hanford, Legal Dept.; J. B. O'Brien, salesman; W. B. Casey, Mgr. Parts Dept.; Robert Haley, Sales Dept.; Harry Glenn, salesman. Second row, l. to r., William Freeman, salesman; S. Banton, Service Mgr.; R. E. Garner, salesman; Frank J. Weschler, Treasurer and General Mgr.; F. S. Long, salesman; A. A. Anderson, Asst. Sales Mgr. First row, l. to r., Glenn Crandall, C. F. Pineau, Thomas Butler, Jr.; U. A. Hicks, P. B. Whitney and Hugh Sharp, all salesmen



Hendee salesmen ride overland to conference. Upper, the start from the Chicago branch, l. to r., William Freeman, Hugh Sharp, Ray Garner, Miss Weine, of the Chicago branch, Manager Hicks and P. B. Whitney; lower, U. A. Hicks, P. B. Whitney, William Freeman, Hugh Sharp and Ray Garner at the Hendee plant

lating sales in their territory. The 1923 announcement which will go out to Indian dealers this week is an indication of the high grade literature which will follow.

The feeling was universal among the salesmen that the quota assigned to each was equitable and fair with the "Go Getter" methods which they propose to put in effect when they get back on the firing line again, the company feels confident that the big objective for 1923 sales will be reached by the first of the year.

On Tuesday afternoon L. D. Richards of the Statistical Department gave an interesting talk on Market Analysis, particularly as it pertains to the possibility of motorcycle sales. His talk was very instructive and brought out facts which were a revelation to his listeners.

Wednesday the salesmen spent in the factory in order that they might watch the 1923 models going through production and pick up ideas which would be helpful to them in their field work.

Thursday morning Vice-President Clark, of the Continental Guaranty Company, gave a clear conception of the real value and importance of the Indian plan of time sales which is backed by his company. His talk was of interest and gave the salesmen a more intimate viewpoint of this service, one of the strongest links in the Hendee company's chain of cooperation with its dealers. Several hundred Indian dealers are already using the Continental Guaranty Company as a silent partner and it is safe to assume that with Mr. Clark's talk fresh in their minds many more will be taking advantage of it after the boys get back into their territories.

Thursday afternoon was play time and if you don't think Indian salesmen can play you are missing a big bet. After being "mugged" at noon, first in a group with factory officials and then lined up a la Floradora, they proceeded to Five Mile Lake where a chicken dinner with fixin's was served.

After the dinner Hepburn's Pets and Glenn's Mussers put on an exhibition of the national pastime. The game was marred, however, by the extremely poor umpiring inflicted by Brother Parsons of Illustrated. He is a corking good trade paper editor, but awful as an "ump." On account of rain hostilities had to be cancelled.

Indoor sports were next in line on account of the visit of Jupe Pluvius. The party broke up late in the afternoon and it was voted as one of the best outings ever. Those present were F. J. Weschler, J. B. McNaughton, A. A. Anderson, Col. L. E. Hubbell, Frank S. Long, Edward Buffum, Parmley Hanford, H. M. Kipp, Ralph Hepburn, Glenn Crandall, U. A. Hicks, Wm. Prentice, Wm. Carey, L. D. Richards, E. W. Stack, C. F. Pinear, J. B. O'Brien, Wm. Freeman, Ray Garner, T. Butler, Jr., Hugh Sharp, P. B. Whitney, C. B. Franklin and Harry Glenn.

Friday morning there was a private showing of motion pictures taken at the T. T. races last June in the Isle of Man. Friday afternoon was spent at the factory of the Westfield Manufacturing Company as the guests of General Manager Fogarty, where a first hand knowledge of bicycle production was obtained.

Hugh Sharp hit the trail for Milwaukee Friday night via the cushion route. He has got a brand new Indian awaiting him in Chicago with which he is going to spread the Indian gospel among his flock. On account of pressing business Harry Glenn and C. L. Pineau left in their sidecars for the sunny South early Saturday morning. Frank S. Long has some things that require his attention in his territory and left for Washington Saturday morning. The other boys, together with company officials, got under way Saturday afternoon for the big motorcycle rally at Rochester.

At an informal dinner party given by the Hendee salesmen on the eve of their departure from the conference, they called in their former chief, Edward Buffum, and presented him with a splendid traveling bag and a loving cup suitably engraved in appreciation of their pleasant associations with him in the past. "Buff" was taken completely by surprise and feelingly expressed his thanks to the boys for the gifts.

BICYCLES IN SOUTH BEND

INDICATIONS point to the fact that the bicycle is once more coming into its own in South Bend, Indiana, both as a pleasure vehicle and as a method of transportation in business.

The foregoing is based on the results of a Tribune reporter's observation in walking south on Main street from Colfax avenue to South street, west along the right of way of the New York Central Railroad Company to Scott street, north on Scott street to Washington street, east on Washington avenue to Main street, and thence north to Colfax avenue.

In traversing Main street, the reporter noted 21 bicycles parked at various points, 11 being ridden by men, eight by boys and two by women. Of those being ridden by men and boys, six were apparently being used in some delivery service and the remaining ones either for pleasure or transporting a working man to the place of his employment. Those ridden by women or girls were both being used in connection with a shopping tour, for both were equipped with package baskets.

Parked on or near the property of the New York Central Railroad Company, were 15 bicycles. Of these six were equipped with baskets and one bore the name of a wholesale grocery concern. During the period of a minute, while the reporter stood in the rear of the New York Central depot, he observed eight bicycles passing east and west on South street, one being ridden by a girl about 18 years old and the others being ridden by men and boys.

In walking north on Scott street from the New York Central freight house, to Washington avenue, seven bicycles were seen parked in front of homes. Three of these were equipped with baskets. In front of St. Hedgwick's church, a party of about 20 boys, apparently Boy Scouts, were congregated, obviously preparing to go on a tour.

With *the* Trade

WAGNER'S SEAT

Worcester, Mass.—Clarence Wagner who has just made a new transcontinental bicycle record, rode on a special saddle built for him by the Persons-Majestic Co. and reports that it aided him materially in lowering the record.

PRESIDENT SMITH SAILS AWAY

Syracuse, N Y.—President J. Allan Smith of the Ner-A-Car Corp., sailed from New York July 28 for San Francisco via the Panama Canal. It is to be a combined vacation and business trip. Mrs. Smith accompanies him. While on the Coast he will arrange for the western distribution of the Neracar.

HARRY IS A "MOVIE KING"

Chicago, Ill.—The Travell Ad Service Company, Chicago, has been incorporated under the law of Illinois by Harry G. Jacobs, George E. White and Louis G. Jacobs. The company will lease projecting machines, which it has developed, to throw moving advertising copy on any flat surface. Harry G. Jacobs, for years prior to 1920 with MOTORCYCLE AND BICYCLE ILLUSTRATED in New York, is general manager of the company.

B. S. A. DISTRIBUTION

New York—Jonas B. Oglaend, Inc., New York, announce that they have just made arrangements to handle the exclusive sale of all the products of B. S. A. Cycles, Ltd., for the whole of the U. S. A., consisting of genuine B S. A. cycles, B. S. A. frames, B. S. A. cycle and racing fittings, tubing, etc. The whole of the work will be under the direct supervision of Vice-President O. Ling, who was connected with the B. S. A. Co. in Birmingham for a number of years as export manager. His intimate knowledge of the whole line will, no doubt, prove very beneficial to all B. S. A.'s customers. We are also told that one of the first steps to be taken will be the working out of a special policy for the jobbers, who will find B. S. A. a very desirable product to stock as the demand for these parts is rapidly increasing.

OUR METHODS BEAT ENGLISH

Springfield, Mass.—English manufacturers are far behind Americans in the science of production in their factories, according to A. T. Davey, secretary of the Institute of Production Engineers, and representative of Engineering Production, an English technical journal. Mr. Davey is making a trip through the eastern part of this country to compare the methods used in our factories with those used in English plants and visited two of the factories in this city, the Hendee Manufacturing Company, and the Rolls Royce Company of America.

He said that the English manufacturers did not go as deeply into the scientific management of factories as the Americans do, and as a consequence were far behind this country in production methods. He says that the ordinary English machine shop is organized without any scientific planning or routing of work, so that it is impossible for the manager to predict accurately just when any given piece of work will be done or how long the work will take when started.

He said that the English workman as an individual was more painstaking and careful in his work, but that when it came to turning out a large volume of product in a short time, the Englishman could not compete. There is much more hand work done in an English factory than in an American factory of the same kind, according to his observation. The average American shop is so organized that almost no hand work is performed, but the English have not reached this stage yet.

Another point that he brought up was the condition of the employes both within and outside the factories in this country as compared with that found in England. Such things as individual lockers, wash rooms, rest rooms and lunch rooms are practically unknown there. The employes are left to take care of themselves and receive practically nothing from their employers except their wages.

NEW ROYAL TUBE

New York—A new motorcycle tube has been placed on the market by the United States Tire Company, and has been named the Royal Tube, placing it on the same quality level as the Royal Cord tire, which has stood for many years at the head of the company's line of tires. Some unusual qualities are claimed for the tube, giving it a prominence in its field alongside the company's well-known Traxon tread motorcycle tire. Among these claims are that age has very little effect on the quality of the rubber and ordinary heat will not injure it, and that injuries due to puncture and blow-out are greatly restricted and seldom extend beyond the area of injury to the casing. Further, the vulcanization of repairs is claimed to have no weakening effect on the adjacent tube wall. It has been a fact well known to tire repair men that the rubber at such points is likely to be weak after a repair has been vulcanized. Another interesting quality is that it acquires no "permanent stretch." It will fit back into the casing without wrinkling even though it has been used for a considerable period. The new tube has been carefully tested and the test reports show that not a single fault developed in any tube throughout the entire testing period. It will be made in three sizes, 26x3, 28x3 and 27x3½, and in the endless and butt end styles. The selling prices will be exactly the same as prices heretofore quoted on gray motorcycle tubes.

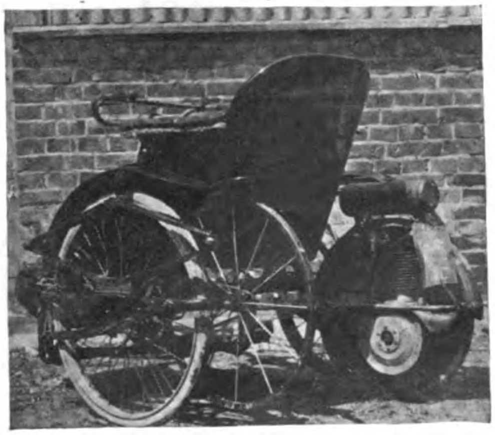
FOREIGN BUSINESS IMPROVES

Washington, D. C.—Total imports and exports of the United States for the month of June showed decided increases over the sales for May, according to figures just made public by the Department of Commerce. Imports for the month totaled $260,000,000 compared with $252,817,254 in May; while exports totaled $334,000,000, compared with $307,688,682 for May. Compared with June of last year imports showed an increase of nearly $75,000,000. Exports, however, showed a decrease of about $1,000,000.

Imports for the year ending June, 1922, totaled $2,607,618,110, which is a decrease from last year, when imports totaled $3,654,459,346, but an increase over 1914, when imports totaled $1,893,925,657. Exports for the year were $3,770,220,971, which is also a decrease from last year's total of $6,516,510,033, but is an increase over the year ending June, 1914, when the total was $2,364,579,148.

The balance of trade in our favor for the present year was $1,162,602,861, compared with $2,862,050,687 last year.

The Department points out that the decrease in value of imports and exports as compared with last year does not indicate a decline in the volume of trade, but is due for the most part to the decline in prices.



The Briggs & Strattan distributor in Japan has devised an "Autoricksha" which is very popular on the narrow, winding streets. With a light delivery box it is also used for commercial work

MORE "RIDE EM AWAY" PARTIES PERHAPS

Washington, D. C.—Perishable products and fuel are to be given preference over all other classes of freight, under priority orders issued on July 25 by the Interstate Commerce Commission in an effort to meet the increasingly serious situation in the coal mines and on the railroads. Shipments of motorcycles and bicycles and other commodities not essential to the welfare of the community will be forced to wait until the preferential classes of freight have been moved. This step was necessitated by the rapidly decreasing supply of rolling stock and the steadily lessened efficiency of the railroads. The order will remain effective until the railroad strike is settled and conditions become normal. The Interstate Commerce Commission has also announced a priority list for the distribution of coal, in which commercial plants of all kinds are placed at the bottom of the priority list, which is headed by railroads, public utilities, institutions, domestic consumers, etc. It is now recognized that under no circumstances can there be a plentitude of coal next winter, and the commission's orders are calculated to provide fuel for those activities which are most essential. Every effort is to be made to provide a small reserve for the Northwest, and in the East it will be necessary to provide a similar reserve for the railroads and public utilities. As a further step to meeting the situation, the commission ordered that railroads disregard shippers' routing instructions, and forward freight by the least congested routes.

WIGWAM NEWS

Springfield, Mass.—Claude Smith of Enander & Smith, Indian dealers at Rockfort, Ill., was a recent visitor at the factory. Claude has a reputation as an endurance rider in the Middle West. He also did his bit in the late argument with Ex-Kaiser Bill. Claude made the trip to the factory on a Chief, covering the 1,125 miles in two days.

Richard E. New, of Tampa, Fla., the legless motorcycle driver, visited the Hendee plant last week. Since 1920 he has traveled 43,500 miles. After his visit to the plant he left for the Rochester rally. Clifton C. Niblock, of the Washington Police Department, is at the Wigwam taking a two weeks' course in repairing. The Washington Police Department now has a motorcycle squad of 50 motorcycles and Mr. Niblock, on his return, will take charge of its repair department.

2,887 Immediate
for 1923 HARLEY-D

To date–Monday,

1923 Dealer News

Motorcycle orders received to date from some of the Harley-Davidson live wires:

- **137—H. A. Bowie, Washington, D. C.**
- **24—Hirsch Cycle Co., Seattle, Wash.**
- **12—Wagner-Dolph Co., Rochester, N. Y.**
- **14—Western Motorcycle Co., Kansas City, Mo.**
- **63—S. C. Hamilton, Pittsburgh, Pa.**
- **4—A. Wagner, Appleton, Wis.**
- **54—Harley-Davidson Sales Co., New York, N. Y.**
- **24—Koch-Ruhle Co., Brooklyn, N. Y.**
- **50—C. H. Lang, Chicago, Ill.**
- **18—Walt Whiting, Denver, Colo.**
- **25—Wisconsin Cycle Sales Co., Milwaukee, Wis.**

—and we're busy counting and filling hundreds of others from our dealers, all over the country.

Read that headline again. Two thousand, eight hundred and eighty-seven immediate shipment orders fo
The 1923 New World's Champion! And more *immediate shipment* orders coming in each day.

The daily mail, telegraph messages and dealers' visits t
the factory add to this fast-growing number. The New
World's Champion is setting a *new* record—a sales record—something that interests you merchants wh
believe *stock* champion motorcycles can be sold without tom-tom beating and torchlight parades.

Here are the 1923 Reduced Prices

61F Magneto Twin	**$285**	**74FD Magn**
61J Magneto Twin	**$305**	**74JD Electr**

Prices so low and values

Harley-Davidson Motor Co
World's Largest Builders

1923 HARLE
The New Wo

Shipment Orders
VIDSONS Received
uly 24, 1922, 5:30 P.M.

The count to date is 2,887. Watch this figure grow. There's a big buying demand, this year, for motorcycles —*stock* champions that you *ride*, not race champions you *read* about.

Our factory production is going at top speed. Every day, carload shipments of The New World's Champion go out to dealers.

Old times? No! New and better times for the motorcycle business. An improved and greater-value motorcycle for riders and increased sales and big profits for dealers who sell The New World's Champion.

1923 Rider News

1. **Life-time Roller Bearing Driving Hub—no cracked, chipped or split ball bearings.**
2. **Double-Acting Contracting Brake and Improved Braking Pedal Control—a direct, positive brake with wider and thicker brake lining.**
3. **Manual Ignition Switch with Automatic Warning Alarm—an ever-dependable electric current saving device.**
4. **Improved Double Plunger Oiler—a durable oiler, easily adjusted to all conditions of motor service.**
5. **"Staylit" Shock-absorbing Tail Lamp. No more bulbs broken by jars and jolts.**
6. **Larger generator with increased charging capacity assures well-charged battery, quick, easy starting and longer battery life.**
7. **Hinged Rear Mudguard makes it easy to take out rear wheel.**
8. **Improved Silchrome Exhaust Valves—won't pit, warp nor burn; best valve ever used in an air-cooled motor.**
9. **New Improved Valve Springs decrease friction and assure an even smoother running, quieter motor.**
10. **Improved Sidecar Wheel design—no dirt can get into hubs. Mudguard braces are wider and stronger.**

the Greater-Value Harley-Davidson

Twin $310

win $330

Harley-Davidson Royal Tourist Sidecar $98

All these prices are F.O.B. Milwaukee

big, we advertise them!

pany, Milwaukee, Wisconsin

Motorcycles and Sidecars

-DAVIDSON
ld's Champion

What Motorcycle Clubs *and* Riders Are Doing

CAMBRIDGE M. C. CLAMBAKE

Cambridge, Mass.—The annual clambake and picnic of the Cambridge Motorcycle Club will be held at the end of a secret destination run to be staged Sunday, August 6. The riders will assemble at Kenmore station at 8:30 a. m. The entrance fee will be 50 cents. The money will be used to provide refreshments and cover parking charges.

STARS ENTER FOR SPRINGFIELD MEET

Springfield, Mass.—Such stars as Gene Walker, Maldwyn Jones, Paul Anderson, John Seymour, Don Marks and Jim Davis, have already signified their intention of going after some of that prize money that the American Legion, of Springfield, Mass., has offered for the motorcycle race meet it will promote on the Eastern States Exposition track August 19. The track is dust proof and is considered one of the finest half-mile courses in the East. Riders who have tested it declare some half-mile records will go by the board. Entry blanks can be obtained from Victor Gagnon, 121 State street, Springfield, Mass.

TRAFFIC CARDS READY

New York City—Acting Police Commissioner John A. Leach announced recently that the new traffic warning cards for autoists can be obtained at all police stations. Each applicant must furnish two photographs of himself. These must be at least one inch and a quarter square, with the head at least an inch across. The pictures must be full faced. One of these photographs will be affixed to the card, to be carried by the operator of the car. The other will remain on file at the station house.

The traffic cards must be carried by all drivers living in the city and should be obtained before Tuesday, August 1, when the new regulation goes into effect. It is not required that out-of-town drivers have the cards, but any who wish can obtain them by applying at 230 West Twentieth street, the headquarters of the Traffic Division of the Police Department, in charge of Inspector William T. Davis.

Drivers living in New York found without the cards after August 1 will be summoned to the Traffic Court.

WALKER STARS AT FORT WAYNE

Fort Wayne, Ind.—Gene Walker, riding an Indian, took four of the five races on the half-mile dirt track at Centlivre Park. Walker copped first prizes in three 5-mile events and first in the 3-mile professional. Otto Neukam, riding an Indian, copped the 5-mile consolation race from a field of four starters who had failed to come within the money in the other events. Paul Anderson, Excelsior, won the time trials.

Nearly 3,000 people witnessed the races. Many motorcylists from distant points in Ohio and western Indiana came for the event. The summaries, with the riders following in the sequence of their positions from the pole, follow:

Mile Trial — Paul Anderson, Excelsior, 1:02¼; Gene Walker, Indian, 1:04; Don Marks, Indian, 1:04; Maldywn Jones, Excelsior, 1:04½ Johnny Seymore, Indian, 1:04⅕; Otto Neukam, Indian, 1:08⅗; Dailey, Indian, 1:09⅘; Shorty Lewis, Harley-Davidson, 1:10⅕.

3-Mile Professional — Marks, Indian, 3; Anderson, Excelsior, 2; Walker, Indian, 1; Jones, Excelsior, 4. Time, 3:17 2/5.

5-Mile Professional—Anderson, Excelsior, out 7th lap; Seymore, Indian, 3; Marks, Indian, 2; Walker, Indian, 1; Jones, Excelsior, 4. Time, 5:29.

5-Mile Professional—Anderson, Excelsior, 2; Walker, Indian, 1; Seymore, Indian, out 3d lap; Marks, Indian, 3. Time, 5:30 2/5.

5-Mile Professional—Marks, Indian, out 1st lap; Jones, Excelsior, 2; Walker, Indian, 1; Seymore, Indian, out 7th lap. Time, 5:42.

5-Mile Consolation—Freeze, Excelsior, 2; Lewis, Harley-Davidson, out 7th lap, collision; Dailey, Indian, out 7th lap, collision; Neukam, Indian, 1. Time, 6:00 3/5.

RACES AT TORONTO

Toronto, Can. — The second motorcycle race meet on July 22, attracted a comparatively small crowd, and the racing was called off after a short shower. The tidbit of the program was the five-mile professional sidecar race, in which Earl Bruzzard, of Elmira, N. Y., showed his rear wheel to "Dynamite" Scott, of Bath, N. Y., the Indian rider, who had established new sidecar records on the local track at a previous meet. Scott shot away like a winner at the start and held the front until the third mile, when Bruzzard cut through and won out by 50 yards in 6:17 2/5. The outstanding solo struggle of the day was the three-mile class "A" professional tilt, which was captured by "Steamer" Moffatt, of Galt, on a Harley-Davidson. W. H. Butler, Toronto, riding a Thor, was second, and Arnold O'Donnell, Toronto, Excelsior, was third. Time, 3:32. The five-mile stock amateur sidecar event went to Cyril Millett, on a Henderson, in 6:43 3/5. W. Osbourne was second, and Roy Colville, Harley-Davidson, was third. Smith, of Elmira, N. Y., defeated Ed. Friend, Harley-Davidson, and George Orange, Toronto, in the three-mile class "B" professional solo. Time, 3:37 2/5.

FOR CLUB CO-OPERATION

E. H. CLOUD, financial secretary and treasurer of the Wil-Del Motorcycle Association of Wilmington, Del., offers the suggestion that much good can come by inter-club visits and contests.

For example, a hill climb championship might be staged between the riders belonging to clubs in cities from 50 to 60 miles apart, perhaps three or four clubs participating, holding the contests one month on a hill selected by one of the contesting clubs, and the next month on the hill provided by another. The championship could be determined by a point system, and the rider having the most points at the conclusion of the series to be declared the winner. The club scoring the greatest aggregate of points by its members to be the champion club.

Mr. Cloud also suggests that it would greatly facilitate the handling of endurance and reliability runs if each club would establish and supervise permanent checking points in its own territory so that when any club is holding a run passing through that territory all that will be necessary to insure efficient checking will be to notify the club having jurisdiction. Another advantage will be the elimination of the riders hunting around for a shifting checking station. They will know, for example, that the checking point at Trenton is always at a certain point. Let's hear from others on these suggestions.

F. H. Benson, a Hornell, Mass., neat rider

CHANCE FOR SIDECAR RACERS

THE American Legion, of Springfield, Mass., which is promoting a race meet on the dust-proof half-mile dirt track of the Eastern States Exposition grounds on August 19, has two sidecar races scheduled with generous purses, but there is a dearth of entries owing to the fact that the most of the sidecar racers are scheduled for Western races at about the same time. The Legion would like to hear from competent riders. Entry blanks can be obtained from Victor Gagnon, 121 State street, Springfield, Mass.

NEWARK, N. J., NOTES

Newark, N. J.—Martin Netzler has been made chairman of the New Jersey Motorcycle Club field day at Bertrand Island, Lake Hopatcong. The annual affair will take place September 10, and a varied program of water sports and other novelty games will be staged. An interesting card of events will be put on, and the contests will be open to all motorcyclists who come along.

Thomas A. McLoughlin was elected road captain of the New Jersey M. C. last week and will soon announce a program of runs for the fall. He succeeds E. B. Holton, who held the position for a number of years.

Arthur F. Wintsch motorcycled to Maine on his annual visit to Damarriscotta. Leslie Wintsch and S. B. Goodman will make the trip next week, also by motorcycle. William Coonradt is sidecarring through the Adirondacks and will stop in at the Rochester rally.

GOLDEN GATE CLUB ON RUN

San Francisco, Cal.—The Golden Gate Motorcycle Club took a night run to Pacific City on July 27. All the boys met at Van Ness Avenue and Market Street at 7:30 and rode in a body to San Francisco's latest amusement resort which is down the Peninsula. Speaking of the run, C. E. Oberg, of the Pacific Motorcycle Supply Co., said: "The idea is to get the club's men out riding in the evening. They are too apt to ride once a week and let the motorcycle lie useless the rest of the time." Concessions at Pacific City were patronized, and indications are that the club's first night ride will not be its last.

The Golden Gate Motorcycle Club had a fine run to Boyes Springs, Cal., on Sunday, July 23. Swimming and an excellent Italian dinner were some of the attractions. This was the first outing led by the new sidecar captain, Dan Haley, since the recent election.

CHAMPIONSHIP MEET AT MILWAUKEE

Milwaukee, Wis.—August 6 is the date set for the biggest race meet ever held in Wisconsin. The speed fest will be pulled off on the State Fair Grounds mile track, under the direction of R. L. "Jim" Clark, who announces that $2,000 in prize money is up for the riders and that such stars as Eugene Walker, Ralph Hepburn, Johnny Seymour, Red Parkhurst, Nemo Lancaster and Floyd Dreyer will ride for the Indian; Ray Weishar, Jim Davis and Jiggs Price for the Harley-Davidson, and Warren Cropp, Paul Anderson and Maldwyn Jones for the Excelsior. The track is one of the best mile courses in this country, and the grandstand and other facilities for handling a crowd are ideal. Good weather should bring an attendance of at least 20,000 spectators. The program includes the 25-mile 30.50 solo national championship and a five-mile 30.50 professional race, in addition to the 25-mile 61, sidecar national championship; two 10-mile and a 5-mile solo 61 race and a 10-mile 61 sidecar race. Also a miss-and-out race.

VISMORE SAYS PUT UP OR SHUT UP

Atlanta, Ga.—Harry Vismore has once more voiced his desire to take another of the local thirsty squad hounds (that is, he thought he was thirsty) to the laundry for a cleaning to the tune of (Brand of Soap) one hundred simoleons—or soap bubbles. It seems, however, that the other gladiator smelled the suds before the start and was not particularly fond of the brand of soap which he was to have been cleaned with, so he preferred to be dry cleaned. It will be remembered that one Pinkard, of La Grange, Ga. (in the sticks), caught Harry Vismore with the undertow some few months ago swissed him (Vismore) right slam-ker-slab to the laundry before Vismore knew he had started. Vismore in turn would not stay cleaned, and invested some 75 cents in a long-distance call to the sticks for one Pinkard to come back to the city and be prepared for the cleaning of his life. Pinkard decided that he preferred to stay uncleaned, inasmuch as it took so long to get that way. The latest challenger was Jack Hanie, but it seems he has decided that Vismore's cleaning fluid is very effective. At least he has failed to put up the $100 to cover the like sum deposited with Gus Castle as stake holder. Vismore says put up or shut up.

GYPSY TOURS

MARYLAND

Baltimore to Magothy River, Anne Arundel Co., Md.—46.2 miles. 23 tourists. L. Hilpert, tourmaster.

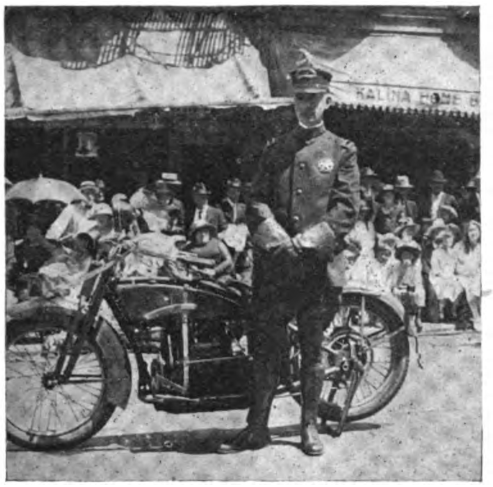
INDIANA

Marion, Ind., to Michigan City.—289 miles. 16 tourists. Glenn A. Scott, tourmaster.

Cycles Feature Rose Festival

AT Portland, Oregon, motorcycles and bicycles played a much more important part in the floral parade of the Fifteenth Annual Rose Festival than in any of the previous fourteen. Many of the entries were decorated in a manner that would do credit to a professional decorator, yet in most cases the art work was put on by the rider himself with the assistance of a close friend or two.

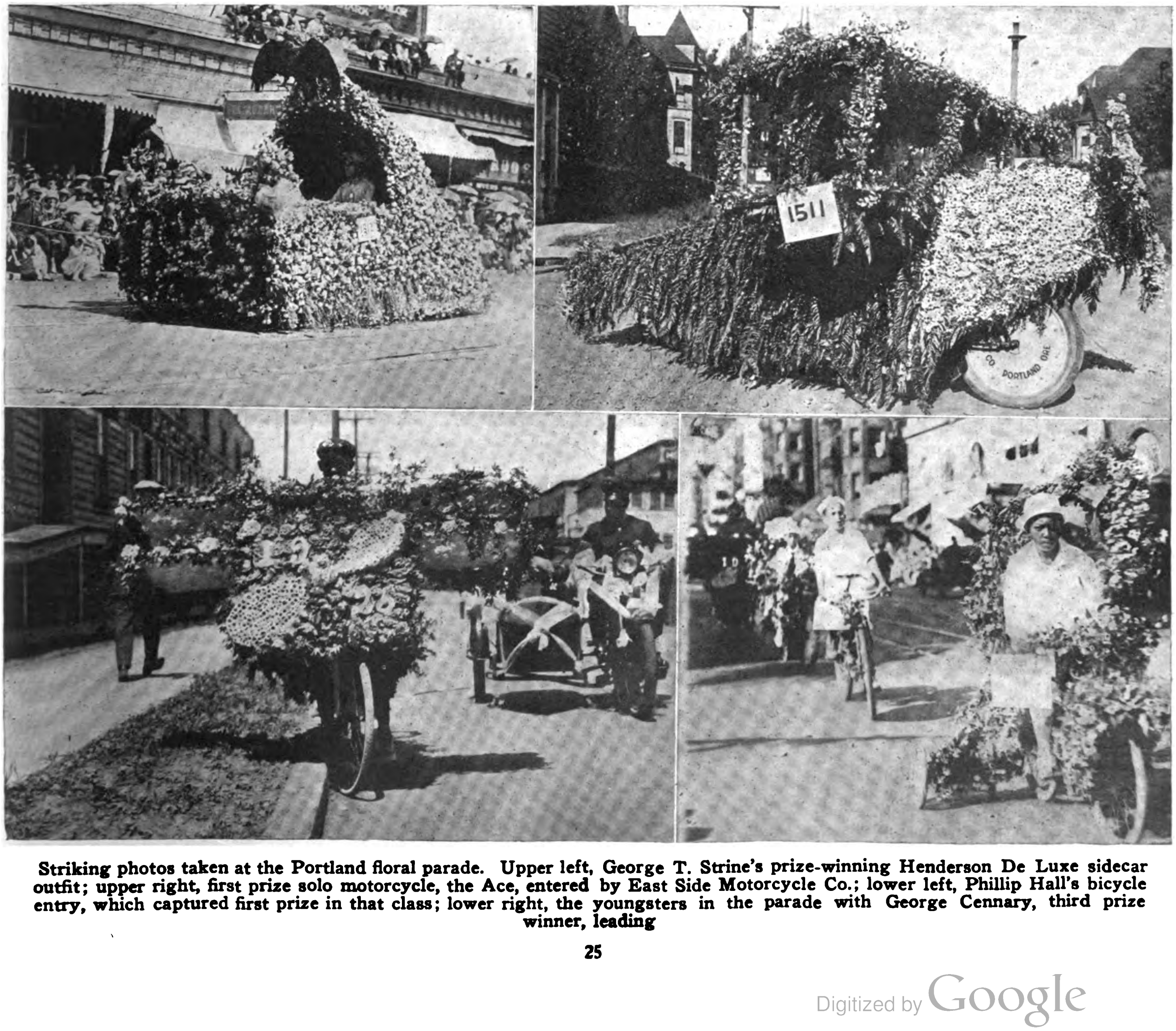
George Strine's De Luxe sidecar outfit was a masterpiece and well deserved the first prize which it captured, this making the fourth time in succession that Strine's entry has won the sidecar class. The blending colors of the roses with which the outfit was banked made it a work of art, and the little extra things merely served to enhance its beauty. A great eagle spread his huge wings from the top of the canopy of roses, seemingly to protect the little girl and boy who were riding on the front part of the float, each behind a wonderful bouquet of roses.



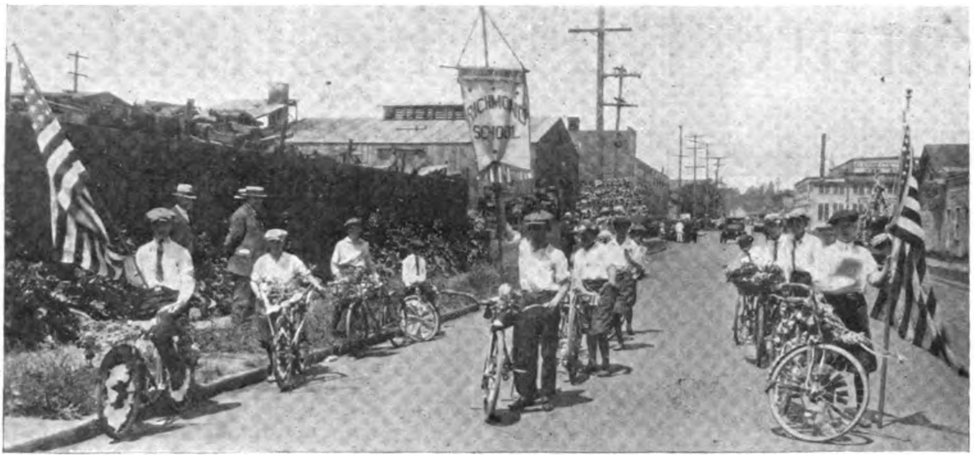
Lieutenant Frank Irwin led the Portland floral parade

In the solo motorcycle class the Ace entered by the East Side Motorcycle Company was chosen as the ace of them all. In keeping with the war-time use of the word "ace," this entry was decorated to resemble a plane. The entire float being buried in sword ferns and wild daisies made a very petty sight, and a unique one for the Rose Parade, in that not a single rose blossom was used in the decorating. Herman Sharkey and H. Larson took second and third respectively in this class. Both were mounted on rose-decked Harley-Davidsons.

The Richmond School Bicycle Club walked away with the first prize for bicycle clubs, and thereby took the Cycle Trades of America trophy cup back to their school for the coming year. Lack of stiff competition in the school division was due to the fact that school was out the week before the festival, and it was a hard matter to get the riders together, and the rules which called for twelve or more riders in the club to compete for the trophy gave the Richmond club an easy victory. Their entry made a pretty sight in the parade, the boys riding evenly spaced in three lines, with the lead man



Striking photos taken at the Portland floral parade. Upper left, George T. Strine's prize-winning Henderson De Luxe sidecar outfit; upper right, first prize solo motorcycle, the Ace, entered by East Side Motorcycle Co.; lower left, Phillip Hall's bicycle entry, which captured first prize in that class; lower right, the youngsters in the parade with George Cennary, third prize winner, leading



The Richmond School entry in the Portland floral parade. This school won the trophy cup donated by the Cycle Trades of America

in the center line carrying the school banner, while the leaders of the flank lines each carried a large American flag.

In the solo bicycle division the judges had some time of it to pick the winner for many of the riders had literally buried their bicycles in wonderful roses, some carrying out a given design, others just banking the bicycle and themselves in the blossoms. First prize was awarded to Philip Hall, whose entry carried the design of an airplane, worked out with some of the finest roses seen in the entire parade. Second place went to Lee Mariner, who had stuck to the banking idea of decoration and had completely covered his wheel and himself with roses. Third prize went to George Cennary, a study in black and white, which was very attractive.

P. M. Diederich, formerly salesman for Piper & Taft, who worked up the bicycle division, was not well satisfied with the showing made by the schools, but, as stated, this was due to school being out before the festival. However, Mr. Diederich felt well rewarded for his efforts when he saw the fine string of wonderful entries in the solo bicycle class.

Estimates that close to a half million people saw the Floral Parade show the advertising possibilities of the motorcycle and bicycle entries. It pays for the dealers and factories to take interest in these events, for thus they get their products before the public very favorably.

BOY SCOUTS ON TRIP

WHEN Vincent Arnold and Forrest Carlisle of Troop 75 of Boy Scouts of Birmingham, started 700 miles on bicycles they expected a much harder time than they really had, and it took a lot of planning to get everything ready.

Bright and early on a recent morning these scouts started for "Old Kentucky." The first day's progress was slow on account of bad roads and an accident to one of the boys. His wheel skidded in the sand and the lad was thrown, injuring him painfully.

The boys were prepared, however, with a good first aid kit. The wound was bandaged and they rode 15 miles to Oneonta, Ala., where the services of a physician were engaged. The doctor soon had the young man in good order and he didn't charge one cent for his treatment.

The first night was spent in a farmhouse, and the memory of the kindness of the good farmer and his wife will linger for many years. They knew exactly what hungry boys needed to eat, and how much was required.

It was a joy to stop at a real hotel the second night, in Decatur, Ala., and the good rest and improved condition of the injured boy enabled the scouts to get a good day following.

It rained and they stopped at Waco, Tenn. The night was spent in a garage

The next day they reached Nashville Tenn., and saw everything of interest stopping with relatives of one of the party

"Langley Hall," the home of Mr. an Mrs. Allen, was perhaps the most interesting feature of the Nashville visit. I this home is a large collection of antiqu furniture, including the bed said to hav been taken from Napoleon's castle.

The next day the boys reached Kentucky, and were royally entertained a Scottsville by the Boy Scouts.

Their next destination was Cave City Ky., where the night was spent at th Dixie Hotel. Crystal Cave was visite first, and much interest was taken in seeing the beautiful crystal formation, especially the flowers formed in rock, makin a perfect garden.

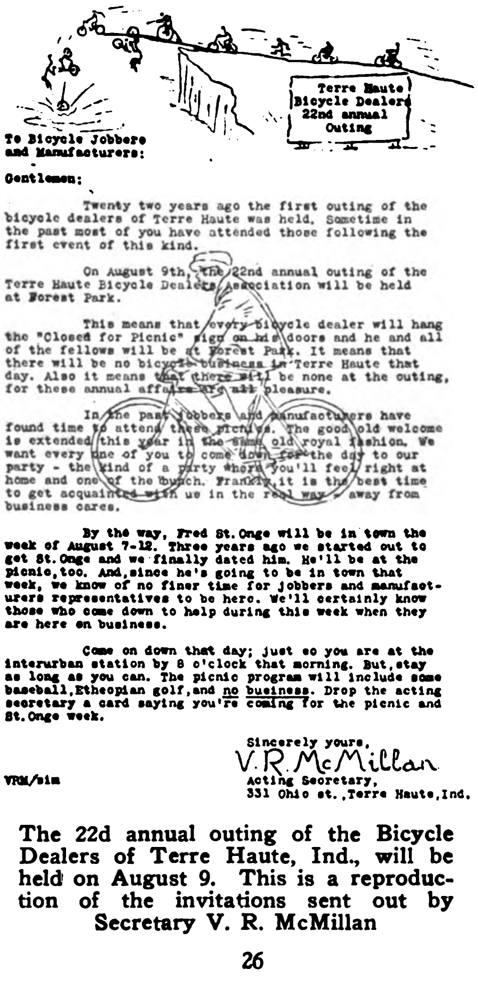
In the afternoon, they went to the grea Mammoth Cave, going by Route No. 1 It took four or five hours to complete.

On account of being Boy Scouts onl half-fare was asked to visit both Crysta and Mammoth Caves. This was greatl appreciated as funds were getting low.

Lincoln Farm, the home where Abraham Lincoln was born, was of great interest to the boys. They filled thei canteens with water from the sprin where the martyred President had man times quenched his thirst.

Other places in Kentucky of interes were seen, including "The Old Kentuck Home"; the noted Catholic cathedral i Bardstown; and also the grave of Flin a famed inventor. When the boy reached Lancaster they only had 38 cent between them but they were with relative and found a big dish of fried chicken an other dainties prepared in Southern styl

The trip back home was uneventfu It took only two weeks for the whol visit, the boys riding nine out of the 1 days. They had only the one accide and no tire or bicycle trouble, and mad the trip on $20 apiece, there and bac



Terre Haute
Bicycle Dealers
22nd annual
Outing

To Bicycle Jobbers
and Manufacturers:

Gentlemen:

Twenty two years ago the first outing of the bicycle dealers of Terre Haute was held. Sometime in the past most of you have attended those following the first event of this kind.

On August 9th, the 22nd annual outing of the Terre Haute Bicycle Dealers Association will be held at Forest Park.

This means that every bicycle dealer will hang the "Closed for Picnic" sign on his doors and he and all of the fellows will be at Forest Park. It means that there will be no bicycle business in Terre Haute that day. Also it means that there will be none at the outing, for these annual affairs are all pleasure.

In the past jobbers and manufacturers have found time to attend these picnics. The good old welcome is extended this year in the same old royal fashion. We want every one of you to come down for the day to our party - the kind of a party where you'll feel right at home and one of the bunch. Frankly, it is the best time to get acquainted with us in the real way - away from business cares.

By the way, Fred St. Onge will be in town the week of August 7-12. Three years ago we started out to get St. Onge and we finally dated him. He'll be at the picnic, too. And, since he's going to be in town that week, we know of no finer time for jobbers and manufacturers representatives to be here. We'll certainly know those who come down to help during this week when they are here on business.

Come on down that day; just so you are at the interurban station by 8 o'clock that morning. But, stay as long as you can. The picnic program will include some baseball, Etheopian golf, and no business. Drop the acting secretary a card saying you're coming for the picnic and St. Onge week.

Sincerely yours,
V. R. McMillan
Acting Secretary,
331 Ohio st., Terre Haute, Ind.

VRM/sim

The 22d annual outing of the Bicycle Dealers of Terre Haute, Ind., will be held on August 9. This is a reproduction of the invitations sent out by Secretary V. R. McMillan

"WHEELING AWAY TO GLORY

"WHEELING Away to Glory" is n concerned with a celestial them but sings of the joys of the bicycle. Th date of 1893, when it was published, tell why it achieved the popularity it did.

My bicycle's a beauty
And swiftly on it flies.
For pleasure or for duty
It wins admiring eyes.
I never make a blunder.
The people gaze with wonder,
And rivals stand from under,
While every maiden sighs.

CHORUS.

Wheeling away to glory
Over the road I fly
With heart so light in the summer nigh
Charming the passersby.
Charming, alarming.
My record tells the story.
They all agree in praise of me,
Wheeling away to glory.

—Exchange

Among *the* Dealers

TOWNER'S NEW PARTNER

Rochester, N. Y.—There's a new motorcyclist in Rochester. He's young, but he's husky. He weighs 9½ lbs., and arrived at the home of Mr. and Mrs. F. B. Towner on July 16.

SIDNEY, OHIO, AFTER SPEEDERS

Sidney, Ohio—The police department have just purchased a new Harley-Davidson and sidecar from the Scherzinger Cycle Co., Harley-Davidson dealers. This outfit will be used for catching speeders on Dixie highway.

SELLING ACES ON THE COAST

San Francisco—Olcott Cummins, who has established permanent headquarters for the Ace Motorcycle at 1550 Market street, San Francisco, reports that business is opening up very satisfactorily. Cummins is going after police business, and indications are that he will get a slice of it. A few days ago the Ace agency had a visit from Roy Artley, who passed through San Francisco on his way South.

SELLING DELIVERY OUTFITS

Lima, Ohio—Poage & Sellers, Harley-Davidson dealers, have been calling on the commercial trade and claim they have several good prospects lined up for commercial machines. They sold a motorcycle and side-van to the Bleum Dry Goods Co., the largest dry goods company in Lima, and same proves satisfactory. They expect to equip their delivery system with motorcycles.

GOOD TOBACCO CROP HELPS

Lexington, Ky.—Adams & Young, Harley-Davidson dealers, report that conditions are improving and that they expect to sell a bunch of machines this fall as the tobacco crops are reported to be better this season than they have been in the past few years. Mr. Adams who was one of the firm, was killed a short time ago, and Mr. Young expects to buy his interests as soon as a settlement can be made.

HAS DEAL ON FOR SIXTY

Cincinnati, Ohio—The motorcycle Service Co., Harley-Davidson dealers, have just sold a new machine to the St. Bernard, Ohio, police department. Mr. Buerger also reports that business outlook is very good and that he has several sales pending, one of which will include an order for 60 machines, which will be used for commercial work by one of the largest wholesale stores in the country who have stores all over the country.

N. C. D. A. TO MEET

PRESIDENT TENNANT LEE, of the National Cycle Dealers' Association, has requested Secretary Coffman to call a meeting of the association to be held at Atlantic City during the week of the Bicycle Show in September.

President Lee writes that many legislatures are now considering bills for regulating traffic, and the dealers are vitally interested and should support any movement which will insure the safety of their riders.

One of the important matters to come before the association will be ways and means of fostering the right kind of legislation.

NEW STORE FOR WOOD

New York—On Monday night, July 31, George E. Wood opened a new branch store of the Harley-Davidson Sales Co. at 249 East 60th street, at 59th street bridge. The new store will be under the management of Luther Wood. A fully stocked sales room and parts department, and a completely equipped repair shop will be maintained. The opening was also made the occasion for displaying the 1923 Harley-Davidson models and announcing the new prices. A similar opening was held at the main store, 533 West 110th street.

NEW FIRM AT GLENS FALLS, N. Y.

Glens Falls, N. Y.—The Harley-Davidson will in the future be represented in this territory by the newly established firm of "The Settle-Palmer Company." This firm is composed of Carl Settle, formerly of Saratoga Springs, and Ralph H. Palmer, of Plattsburg, New York. Both of these boys are old in the motorcycle business and great things are expected of them.

POUGHKEEPSIE'S NEW DEALERS

Poughkeepsie, N. Y.—The Tirk-Edgerton Company, composed of Floyd H. Tirk and Albert H. Edgerton, will be the Harley-Davidson dealers for Poughkeepsie and the surrounding territory from now on. Both members of the firm are long in the business and we are sure that a great success is assured to them.

ROSE IN NEW STORE

Portland, Ore.—L. C. Rose has moved into his new store at Broadway and Union streets, where he will carry a full line of Dayton bicycles and accessories. Rose owns the building and had it constructed especially for the business.

BUYS BACK OLD BUSINESS

East St. Louis, Ill.—Harry Losser, known as the Chicago Motorcycle Club booster and also A-No. 1 Harley-Davidson mechanic, has repurchased the State Motorcycle Co., 1018 Illinois avenue, East St. Louis, where he will handle Harley-Davidson motorcycles, Dayton, Crown, Hudson, Columbia and Iver Johnson bicycles.

DALLAS DEALERS PROMOTE RACES

Dallas, Tex.—The local dealer, E. E. Brawner, Guaranty Cycle Co., W. W. Cunningham, George Hoehn and L. E. Larsons have sponsored the Dallas Co-operative Bicycle Club and are conducting bicycle races for the youngsters of Dallas. The events are drawing good entries and good crowds, and they have proven good business makers.

HOLD NEIGHBORHOOD RACES

Upland, Cal.—Neighborhood bicycle races were introduced by John Palmer, of the Upland Cyclery, assisted by Lloyd Bumstead, of Ontario, and the Appeal bicycle missionary. A quarter mile course on Washington boulevard, east of Campus avenue, was used, and there were four races and a slow race. Mr. Palmer expects to hold neighborhood racing about once a month, this year, to boost the bicycle.

PERKINS' SCHEDULES OPEN HOUSE

San Francisco, Cal.—Open house will be kept by the Dudley B. Perkins' Harley-Davidson Agency, in San Francisco, when the new 1923 Harley-Davidson models are put on exhibition, at the beginning of August. Valuable prizes will be given, for which there will be drawings every night at 9 p. m. A record crowd is expected to be in attendance.

E. W. Armstrong, factory service man for the Hendee Manufacturing Co., has completed two weeks of service instruction with the Pacific Motor Supply Co. and has left for Stockton and Sacramento, after which he will continue his Coast tour to Portland and Seattle.

Motorcycle polo will be one of the features of the Indian Field Day Celebration, to be held in Yosemite Valley on August 4 and 5. Indians, not the Hendee Manufacturing Co.'s men, but the dusky aborigines, will inaugurate a new departure by playing motorcycle polo, under the auspices of forest rangers.

Interior of the store of H. L. Thomas, Indian dealer at New Bedford, Mass., showing Mr. Thomas at left

QUESTION BOX

The Question Box is open to every one. If you have a question pertaining to either the bicycle or motorcycle we will endeavor to answer it. Address your questions to Question Box, *Motorcycle and Bicycle Illustrated,* 912-920 Broadway, New York.

New York to Washington

(1)—Please give me the best and shortest route from New York to Washington, D. C., with mileages.

New York, N. Y. Fred Larssen.

Answer

(1)—New York to Weehawken, N. J. (Hudson County Boulevard), and Newark via Turnpike; then to Elizabeth (19 miles); Rahway, Iselin, Metuchen, New Brunswick (38 miles); Franklin Park, Kingston, Princeton (55 miles); Lawrenceville, Trenton (66 miles); Fallsington, Pa., Oxford Valley, Glen Lake, Langhorne (75 miles); La Trappe, Bustleton, Philadelphia (97 miles); Darby, Chester (111 miles); Wilmington, Del. (124 miles); Elsmere, Marshalltown, Newark, Del. (138 miles); Elkton, Md. (145 miles); Perryville, Havre-de-Grace (161 miles); Aberdeen, Churchville (174 miles); Belair (179 miles); Kingsville (186 Miles), Baltimore (201 miles). Mileages from New York.

From Baltimore go to Laurel (22 miles from Baltimore); Muirkirk, Ammendale (28 miles); Beltsville, Hyattsville (32 miles); Bladensburg (33 miles) and Washington (38 miles). Total distance, 239 miles. All roads are posted and reported good.

Write Hendee Company

(1)—Please tell me how to time a 1915 Hedstrom motor. It has a ZEV Bosch magneto, 42-degree, but the timing gears have no marks on them.

Paterson, N. J. F. W. Foertsch.

Answer

(1)—Write the Hendee Manufacturing Co., Springfield, Mass., attention of Mr. A. A. Anderson, giving the motor number and directions for timing will be sent.

Henderson Queries

(1)—How fast will a Henderson De Luxe four-cylinder pull a Rogers' sidecar unloaded?

(2)—How does this model stand the gaff on deserts and in the mountains?

(3)—Will the Henderson De Luxe stand the same as an X-20 model?

"EXCELSIOR TWENTY"

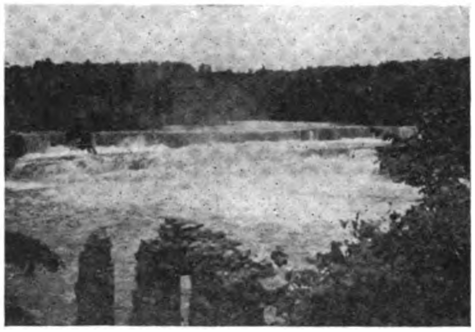
Hanford, Calif.

Answer

(1)—At speeds above 60 miles per hour solo you should be able to travel between 10 and 15 miles per hour slower with sidecar attached.

(2)—Excellently, from all reports. We take it you refer to the Henderson De Luxe motorcycle.

(3)—Yes, and better.



Au Sable Chasm, New York State

Twenty-Eight Inch

(1)—To settle an argument, which size tire is the easier to ride on dirt roads: 28x3-in. or 27x3½-in.? I think that the 27x3-in. is the easier to handle.

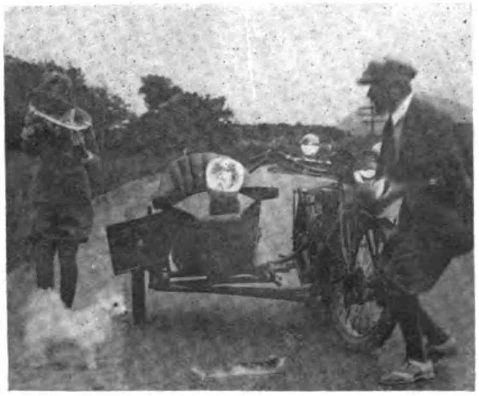
J. H. Underwood.

Cleveland, Ohio.

Officer Robbins, of the Pennsylvania State Police

Answer

(1)—Our experience has been more with the 28x3-in. tire, and we figure that the larger wheel (28 inches) with the 3-in. tire would be easier to handle than the smaller wheel (27 inches) with the unnecessarily heavy 3½-in. tire.



Mr. and Mrs. C. F. Pineau make short work of those Georgia watermelons

FAT SPARKS

By Hy Tension

Contributions to this column will be welcomed. I you think you have a spark that is hot enough t ignite the gas, send it along. Address contribution to Fat Spark Column, *Motorcycle and Bicycle Illustrated,* 912-920 Broadway, New York.

Some Time Trials

Waiting "in the sticks" for a late train
Postponed races.
At the filling station on a nice summe
Sunday afternoon.
Being repaired by a tooth carpenter.
Keeping a dollar watch accurate.

The Class in Reincarnation Will Now Operate on Fords

We quote from an advertising circula for a new Ford timer. Speaking of competitive timers this folder says: "It's th timer that has killed a dead Ford moto —four times out of five."

Our Names Club Packing House

Rudolph Slaughter
Melvin and George Veale
Harry Hart
William Flesh
C. H. Cunningham

Red's New Hobby Is Collecting Noise

Red Parkhurst's place of business bear the following sign: "Leave Your Squeak and Rattles Here."

We don't know what Red does wit them, but we think he sells the squeak to jazz bands and the rattles to the babies

News of the Pipcoop Motorcycle Clu

(From the Pipcoop Daily Squawk)

Bill Barrow was out swimming "a natural" back of Larabee's Mill the othe day. Some kids played the old dirt trick of swiping his clothes from the rive bank. Bill couldn't find a barrel o nothing to clothe himself with so he wa forced to do a modern Lady Godiva rid ing his motorcycle through town in hi "birthday clothes." Several lady pedes trians fainted as Bill flew past and th police department ran for a lasso rop where he'd last seen it, but couldn't fin it. Bill's blushes still remain with hin and his threats against the culprits ar terrible to hear. Never since the postmaster swallowed his tobacco chew ha there been such a frightful spectacle o Pipcoop Center's majestic streets.

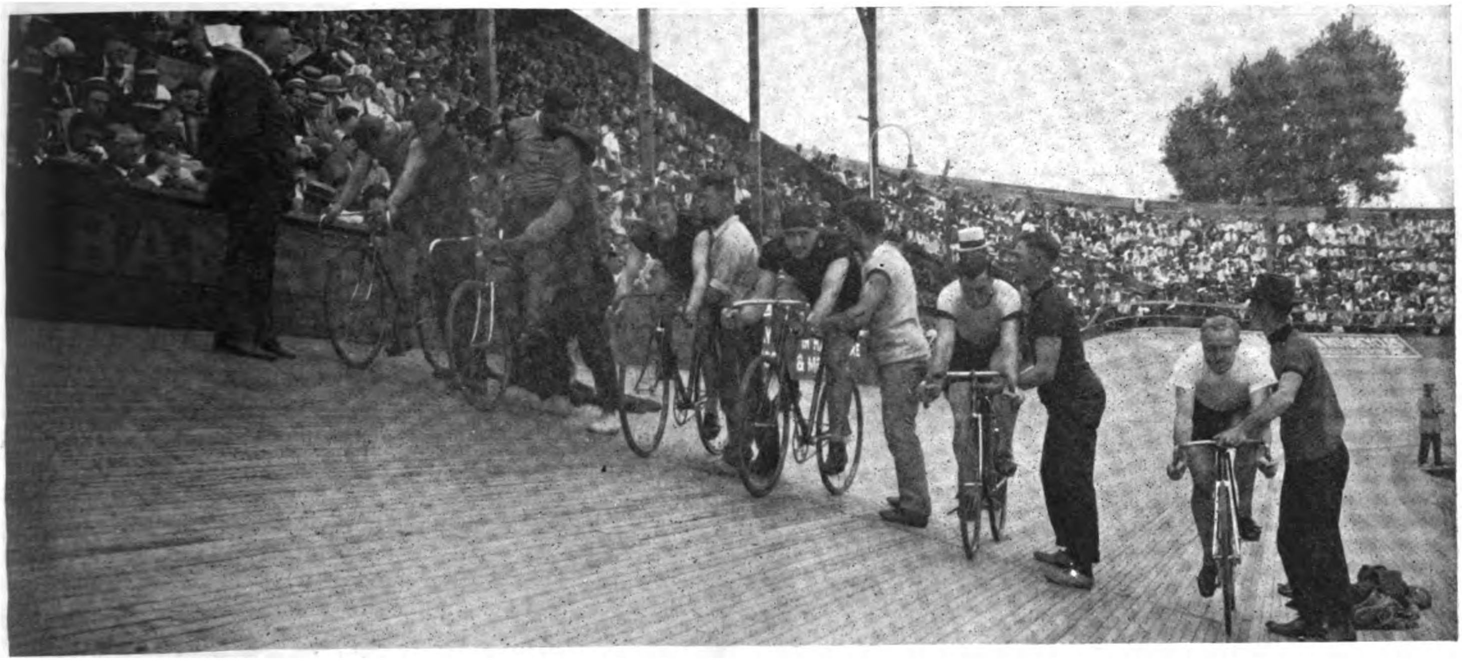
A Short Story in Four Figures

Bill was trying out his new "FOUR."
His speedometer said "TWENTY,"
The speed cop said "FORTY"
And the judge just said "FIFTY!"

He who laps last laps best.

Dear Fat Sparks—Is a football coac a two, three or four wheeled vehicle?

Benny Dicteen.



"The Last Race." Above photo was snapped at the Newark Velodrome, Sunday, July 23, the day that Frank L. Kramer, retired champion, rode in what was his last race, the team event between he and Ray Eaton and the Spencer Brothers—Arthur and Willie—and Orlando Piani and Francesco Verri, the Italians, which was won by Kramer and Eaton. From right to left they are: Kramer, Eaton, Piani, Verri, Art Spencer and Willie Spencer

Champion Kramer Says Farewell

FRANK L. KRAMER, dean of the professional sprinters, champion of America and veteran of 27 years of campaigning awheel, said farewell to the track as an active competitor at the Newark Velodrome, Wednesday night, July 26.

The famed cyclist will remember that night for the rest of his life. "Some Night" is about the best way to describe the occasion. The Newark Velodrome has seen some wonderful crowds. The Kramer-Friol match races packed the place while the Bill Bailey-Donald McDougall match also drew a capacity crowd. The turnout on last Wednesday was not quite as large as the Kramer-Friol and Bailey-McDougall crowds in numbers, but in sentiment there was no comparison. It seemed as though all the old regulars—some of whom had not attended a race meet in some time—wanted to pay homage to the Grand Old Man of Cycling, and they did pay homage in real style.

Kramer's final appearance on the cycling track was to come in a record trial for one lap, or a sixth of a mile. Kramer held the track record at 15 4/5 seconds, but the world's record holder is Albert Crebs, the Salt Laker, who made a trial at the Sale Lake Palace saucer in his home town and turned the sixth in 15 2/5 seconds on July 4 of 1911.

Kramer's trial came late in the evening after most of the other events on the program had been finished. When the champion came out for his final appearance as a racing cyclist he was greeted as no man in cycling was ever greeted before, and that seemed to be the opinion of many at the Newark track that night.

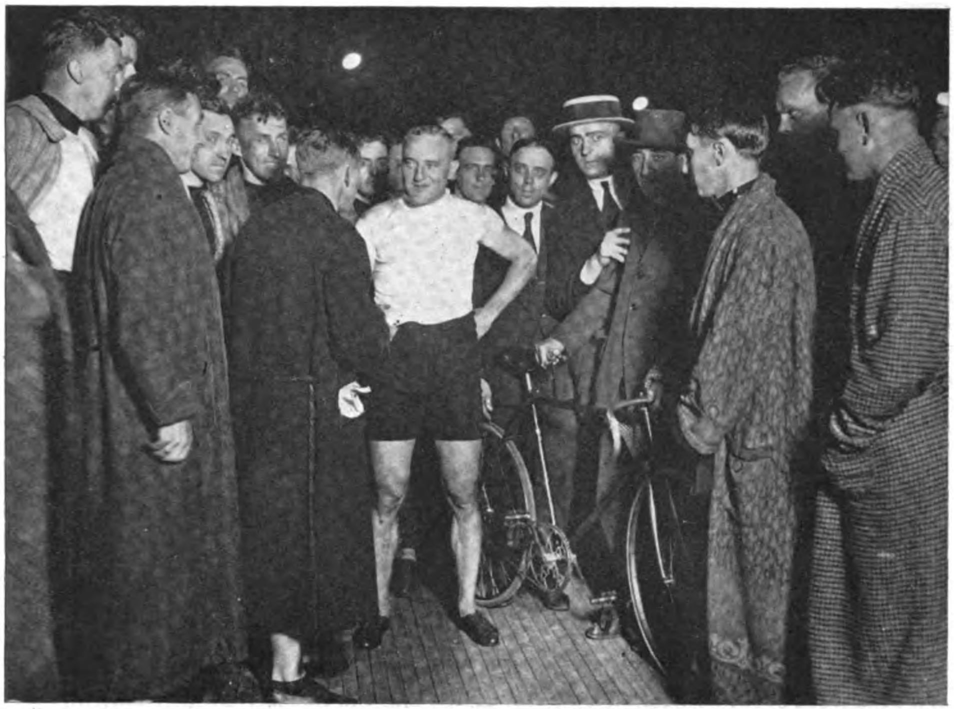
Just before "The Last Ride" at the Newark Velodrome. Trainer Gordon holding Frank Kramer at the tape before start of sixth-mile trial, July 26

When the fans saw Frank emerge from the tunnel that leads to the training quarters a mighty cheer went up, and as the world's greatest cyclist slowly walked out onto the track the crowd stood up and let out a few more cheers. Kramer, who appeared to be very nervous, waved back to the crowd and that was a signal for more crazed cheering for the man who they had learned to revere and respect. The band then struck up "The Star Spangled Banner" and a choir sang the National Anthem. Three cheers were proposed for their idol by some and they were given with a vim and zest seldom witnessed.

Kramer then mounted his bicycle for his last ride and the photographers and movie men were there with flares and flashlights to record for future generations "THE LAST RIDE."

Alfred Grenda, who had paced him to the tape the night previous in New York, was given the honor of winding Frank up for the last time. After slowly encircling the track for two laps Kramer gave the word "Next Time," and with Grenda swinging wide as he neared the tape Frank came through on the inside at a record-smashing gait. The crowd watched with eagerness, hoping that he would hang up a new track record and a world's record as well. Around the track Frank went, hugging the pole line and, in the home stretch he put in the last few desperate kicks, running onto the flat as he did.

The timers caught Kramer in 15 2/5 seconds and when the announcer told the crowd that the most famed cyclist the



Racing cyclists presenting Kramer with cigarette case. Left to right they are: Ray Eaton, Gordon Walker, Lloyd Thomas, Peter Drobach, Alfred Goullet, presenting Kramer with case; Charley Piercey between Goullet and Kramer, Kramer, Cliff Papworth, Francesco Verri, Orlando Piani, Trainer Gordon, Harry Kaiser, Hans Ohrt, Fred Hill and Bobby Walthour, Jr., whose face can just be seen

track has ever seen had bettered his own track record by two-fifths of a second and had equalled the world's record, the cheering broke out anew. It was a wonderful ride by a wonderful cyclist and those who were fortunate enough to be there will remember "THE LAST RIDE."

Many gifts were presented to "Big Steve," as he is known to many of his friends and fans. There were floral offerings, traveling cases, cigarette cases and cigarette holders and many other gifts. The professional cyclists, against whom he has been racing, gathered around him and presented him with a gold cigarette case and three rousing cheers, while the trainers at the track made the gift complete by giving Frank a cigarette holder. The Prudential A. C., the Newark A. C., the Wooden Legs' Association, made up of friends of Frank's, many of them old-time racing cyclists, hence the name; the Newark Eagles, John M. Chapman and Burton Fenn, son of Willie Fenn, who raced with and teamed with Frank, and the Newark sporting editors gave their offerings. The great cyclist, Jack Neville, who trained him for many years; Mory Gordon, his trainer in late years; Frank Mihlon and Inglis M. Uppercu, owners of the Newark track, and John M. Chapman, manager of the track, were photographed with the flowers around them.

Announcer Willie Sullivan said:

"The time has come when the greatest athlete in the world will ride his last race. I think all the fans will join me in wishing Kramer good health, happiness, prosperity and success." There was no doubt that the crowd did, as they showed it by their cordial applause.

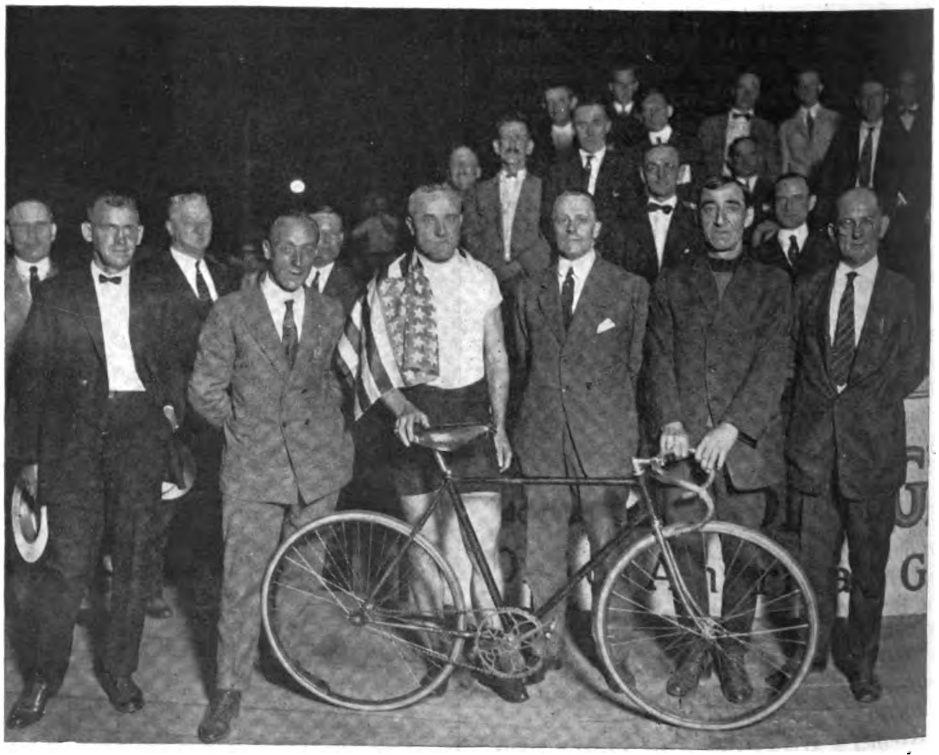
The announcer then read off a speech that Kramer had written before the festivities had started. Kramer said:

"I want to thank you for the intere shown me and your appreciation of n efforts in the past 26 years. I am sori that I am not 15 years younger, so th I might continue to entertain you. Hov ever, I have no alternative and must bo to Father Time."

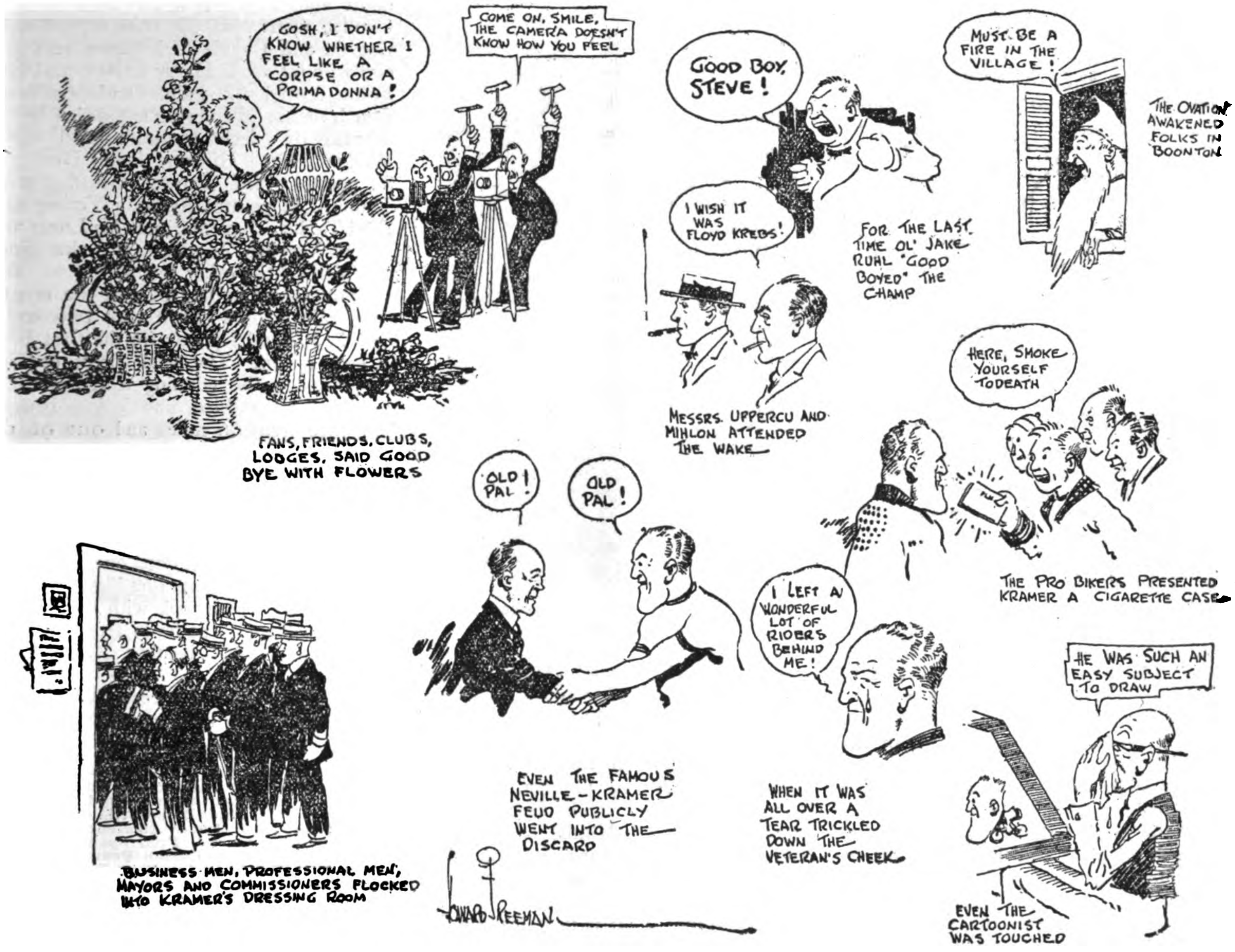
It was a short message, but it said great deal and the crowd cheered son more for their idol. A final tour of hoi or with a bouquet and the Star Spangle Banner draping his shoulders finishe the evening's farewelling of the greate cyclist. The scene will never be forgo ten by those who were there. It was wonderful tribute to a wonderful c clist.

While the ceremonies in connectio with Kramer's farewell ride brought o the big crowd of fans who came to pa the champion homage, there was muc interest in the half-mile national cham pionship for the professionals, this be ing the third race of the second series

After all of the heats, the semi-final and the very hectic semi-finals had bee run off the four that had qualified fo the finals, Arthur Spencer and Ray Eato for the run for first and second, an Alferd Goullet and Willie Spencer, wh met for third and fourth, then performe and Ray Eaton triumphed over Art Spencer for the first place and Goulle defeated Willie Spencer for third. Th standing following the finals had bee contested was as follows: Eaton, 27 points; Willie Spencer, 22; Arthur Spencer, 17; Alfred Goullet, 15; Frank



Kramer in front of the judges' stand. Left to right may be seen: Announcer Sullivan; Jack Neville, Kramer's former trainer; Clint Ayres, former amateur; Frank Mihlon, half-owner of Newark Velodrome; Harold Dibblee, referee; Frank Kramer, the retiring one; Inglis M. Uppercu, other half-owner of Newark Velodrome, and Manager John M. Chapman


GOSH, I DON'T KNOW WHETHER I FEEL LIKE A CORPSE OR A PRIMA DONNA!
COME ON, SMILE, THE CAMERA DOESN'T KNOW HOW YOU FEEL
FANS, FRIENDS, CLUBS, LODGES, SAID GOOD BYE WITH FLOWERS
GOOD BOY, STEVE!
I WISH IT WAS FLOYD KREBS!
FOR THE LAST TIME OL' JAKE RUHL "GOOD BOYED" THE CHAMP
MUST BE A FIRE IN THE VILLAGE!
THE OVATION AWAKENED FOLKS IN BOONTON
MESSRS. UPPERCU AND MIHLON ATTENDED THE WAKE
HERE, SMOKE YOURSELF TO DEATH
THE PRO BIKERS PRESENTED KRAMER A CIGARETTE CASE
OLD PAL!
OLD PAL!
I LEFT A WONDERFUL LOT OF RIDERS BEHIND ME!
HE WAS SUCH AN EASY SUBJECT TO DRAW
BUSINESS MEN, PROFESSIONAL MEN, MAYORS AND COMMISSIONERS FLOCKED INTO KRAMER'S DRESSING ROOM
EVEN THE FAMOUS NEVILLE-KRAMER FEUD PUBLICLY WENT INTO THE DISCARD
WHEN IT WAS ALL OVER A TEAR TRICKLED DOWN THE VETERAN'S CHEEK
EVEN THE CARTOONIST WAS TOUCHED
HOWARD FREEMAN

How Cartoonist Howard Freeman saw the Kramer farewell at Newark Velodrome. Reproduced through courtesy of the Newark Evening News

Kramer, 12; Orlando Piani, 4, and Francesco Verri, 2.

The heats were won by Eaton from Eddie Madden; Willie Spencer from Hans Ohrt; Goullet from Cecil Walker; Art Spencer from Aleck McBeath; Piani from Harry Kaiser; Alfred Grenda from Pierre Sergent; Bobby Walthour, Jr., from Verri, and Reggie McNamara from Harry Horan. Eaton defeated McNamara in the first semi-final and Willie Spencer beat Piani in the second. Arthur Spencer won from Bobby Walthour in the third and Goullet beat Grenda in the fourth.

In the first grand semi-final Willie Spencer and Ray Eaton met. At the bell Eaton had got alongside of Spencer and was about to put the squeeze play into execution. Willie was not to be squeezed and kept going. Around the turn they were riding side by side when they came together and both went down. When they started again punctures made another start necessary. In the final trial Spencer won, but was disqualified for riding wide. There were opinions flashed both ways that Eaton caused the fall and that Willie should not have been disqualified, but he was and that ended it. Goullet and Art Spencer had a great race right to the tape in the second grand semi-final, with Artie getting the eyes of the judges by a very narrow margin. In the final for first and second Eaton won over Art Spencer by a small margin and in the race for third and fourth Goullet beat Willie Spencer. McNamara took the championship consolation from Grenda, Piani and Walthour.

FROM HIS ASSOCIATES

AMONG the many fine gifts Frank Kramer received on the night of "His Last Ride" were two from the professional riders and trainers. The racing cyclists that have been competitors of the champion for years presented a gold cigarette case. On the cover were the champion's initials, "F. L. K." On the inside of the cover was inscribed:

To
"Big Steve"
from the
Professional Cyclists
On His Retirement
July 26, 1922

The trainers presented Frank with a gold trimmed amber cigarette holder with the well-known "F. L. K." inscribed.

Goullet had another chance to shine later in the evening, when he won the ten-mile single-paced race from Alf Grenda, Aleck McBeath, Reggie McNamara and Clif Papworth. McBeath won a two-mile handicap from the ten-yard mark, McBeath beating Fred Hill and Alfons Verraes to the line.

Elmer Bundt, the Buffalo amateur; Fred Spencer, Plainfield; Willie Grimm, Newark, and Roy Mobeck, Chicago, met in a match race, and Spencer won in two straight heats, Bundt finishing second in each heat. Spencer also won the two-mile invitation for the Class A "Simons" from Willie Grimm, Sam Gastman and

Bundt. A one-mile Class B race went to Ray Van Brunt. Summaries:

Half-Mile Handicap, Amateur—Won by Michael Dolan, 55 yards; second, Sam Gastman, 25 yards; third, Leslie Verhoek, 75 yards; fourth, Michael Rajioppi, 55 yards. Time, 54 4/5 seconds.

One-Mile Class B Invitation, Amateur—Won by Ray Van Brunt; second, Michael Dolan; third, Michael Ulrich; fourth, Joe Lindner. Time, 2:10 4/5.

Two-Mile Class A Invitation. Amateur—Won by Fred Spencer; second, Willie Grimm; third, Sam Gastman; fourth, Elmer Bundt. Time, 3:57 2/5.

Two-Mile Handicap, Professional—Won by Aleck McBeath, 10 yards; second, Fred Hill, 60 yards; third, Alfons Verraes, 80 yards; fourth, Harry Kaiser, 20 yards. Time, 3:44 2/5.

Ten-Mile Invitation, Professional—Won by Alfred Goullet; second, Alfred Grenda; third, Aleck McBeath; fourth, Reggie McNamara; fifth, Clif Papworth. Time, 19:22.

NEW YORK PAYS TRIBUTE

A FINE tribute was paid to Frank Kramer at the New York Velodrome on Tuesday, July 25, when the retiring champion gave an exhibition against time for one lap, or a sixth of a mile. When the great cyclist walked out onto the track for his trial he received a very enthusiastic reception from the crowd. The crowd stood up, the men uncovered and cheered the retiring veteran, and the band played "Auld Lang Syne." It was a fitting farewell that Frank received from the New York public which had known him for many years. Alfred Grenda wound up Frank in the sixth-mile trial, and Kramer did 16 seconds, one-fifth of a second outside of his mark made at the Newark Velodrome. After his trial Kramer was presented with a floral piece, and he did a tour of honor for the last time for the New Yorkers.

Outside of Kramer's farewell appearance the features on the card were a four-cornered sprint match in which Alfred Goullet. Newark; Pierre Sergent, France, and Francesco Verri and Orlando Piani, the Italians, appeared. The winner had to finish first in two heats. All four riders competed in each heat.

In the first heat Piani won, with Cergent second and Goullet third. Goullet accounted for the second heat. Sergent, who is showing some improvement, ran second in the second heat, the Frenchman beating Verri for the place. Goullet also accounted for the third heat, Piani taking second and Sergent third. Goullet, Piani, Sergent and Verri was the order of finish of the match.

Clarence Carman, the Long Islander, shared the honors of the evening with Champion Kramer and Alfred Goullet. Carman came to the front in the 50-mile Brassard motor-paced race. Carman was opposed by Victor Linart, Belgium; Jules Miquel, France, and Frank Corry, Australia. Linart landed second, and Corry third. At the start the order was Corry, Carman, Miquel and Linart. Carman took the lead after a mile or so had been covered and was never headed, winning in 1:11:37 4-5, which bettered the track mark for, the distance of 1:15:42 2-5, which was held by Miquel. Miquel battled Carman a few times during the race, blew up, and was then hopelessly out of it.

Ralph Spiers, a promising paced rider at Nat Butler's track

Reggie McNamara was the best miss-and-outer in the pro. race of that kind, Mac beating Alfred Grenda, Anthony Young, Cecil Walker and Lloyd Thomas. The handicap at a half-mile was taken by Anthony Young, 35 yards. Hans Ohrt, from the same mark, was second, and Tom Bello, 55 yards, third.

Elmer Bundt, who is now leading for the amateur championship, accounted for the two-mile Class A invitation race for that class. Roy Mobeck, Chicago, was second, and Fred Spencer, Plainfield, third. John Amabile, the localite, won two races, the half-mile handicap. and the New York handicap at two miles. Summaries:

Half-Mile Handicap, Amateur — Won by John Amabile, 75 yards; second. Bert Marquart, 75 yards; third, Louis Benezatti, 40 yards; fourth, William Mollica, 85 yards. Time, 55 seconds.

Two-Mile Invitation Class A, Amateur—Won by Elmer Bundt; second, Roy Mobeck; third, Fred Spencer; fourth, Anthony Beckman. Time, 4:20 2/5.

Two-Mile Handicap for New York Riders, Amateur—Won by John Amabile, 200 yards; second, E. C. Bendi, scratch; third, Tom Volpe, 200 yards; fourth, Louis Benezatti, 60 yards. Time, 4:09.

Half-Mile Handicap, Professional—Won by Anthony Young, 35 yards; second, Hans Ohrt, 35 yards; third, Tom Bello, 55 yards; fourth, Larry Gaffney, 40 yards. Time, 54 2/5 seconds.

Miss-and-Out, Professional — Won by Reggie McNamara; second, Alfred Grenda; third, Anthony Young; fourth, C. Walker; fifth, Lloyd Thomas. Time, 4:51 4/5. Distance, 2 1/3 miles.

RAIN CAUSED A HALT

A HEAVY shower late on Friday wet the New York Velodrome so much that the two-hour team race had to be called off after six miles as the riders were slipping and sliding all over the track. A new race was put on Saturday night and Eddie Madden and Alfred Goullet won with 80 points. Alfred Grenda and Reggie McNamara ran second with 60, while Harry Kaiser and Ray Eaton scored 47 points and collected fourth money, they being one point in the advance of Aleck McBeath and Cecil Walker. Fred Hill and Peter Drobach, 39 points; Cliff Papworth and Lloyd Thomas, 34 points; Anthony Young and Fred Taylor, 27 points, and Gus Lang and Alfons Verraes, 25 points, was the order of finish of the other teams.

Eighteen teams started and the conditions called for a sprint each two miles with 7, 3, 2 and 1 points for the first four in each sprint. The final sprint carried 25 points to the winning team; 15 for second, 10 for third, and 5 for fourth. The race went 56 miles and out of the 28 sprints Goullet took 5; Grenda, 4; Cecil Walker and Fred Hill, 3 each; Reggie McNamara and Gus Lang, 2 each; Madden, Jaeger, Eaton, Kaiser, McBeath, Hanley, Papworth, Young and Kopsky, 1 each. The race was a good one and there were a number of jams just like a regular six-day race, which took with the crowd. Goullet scampered home in front for the last sprint, Goullet beating Kaiser and Hill.

Hans Ohrt met Francesco Verri in a match race and Ohrt won in two straight heats. Summaries:

Half-Mile Handicap, Amateur — Won by Frank Bartell, 30 yards; second, William Mollica, 70 yards; third, Fred Spencer, scratch; fourth, Louis Benezatti, 45 yards.

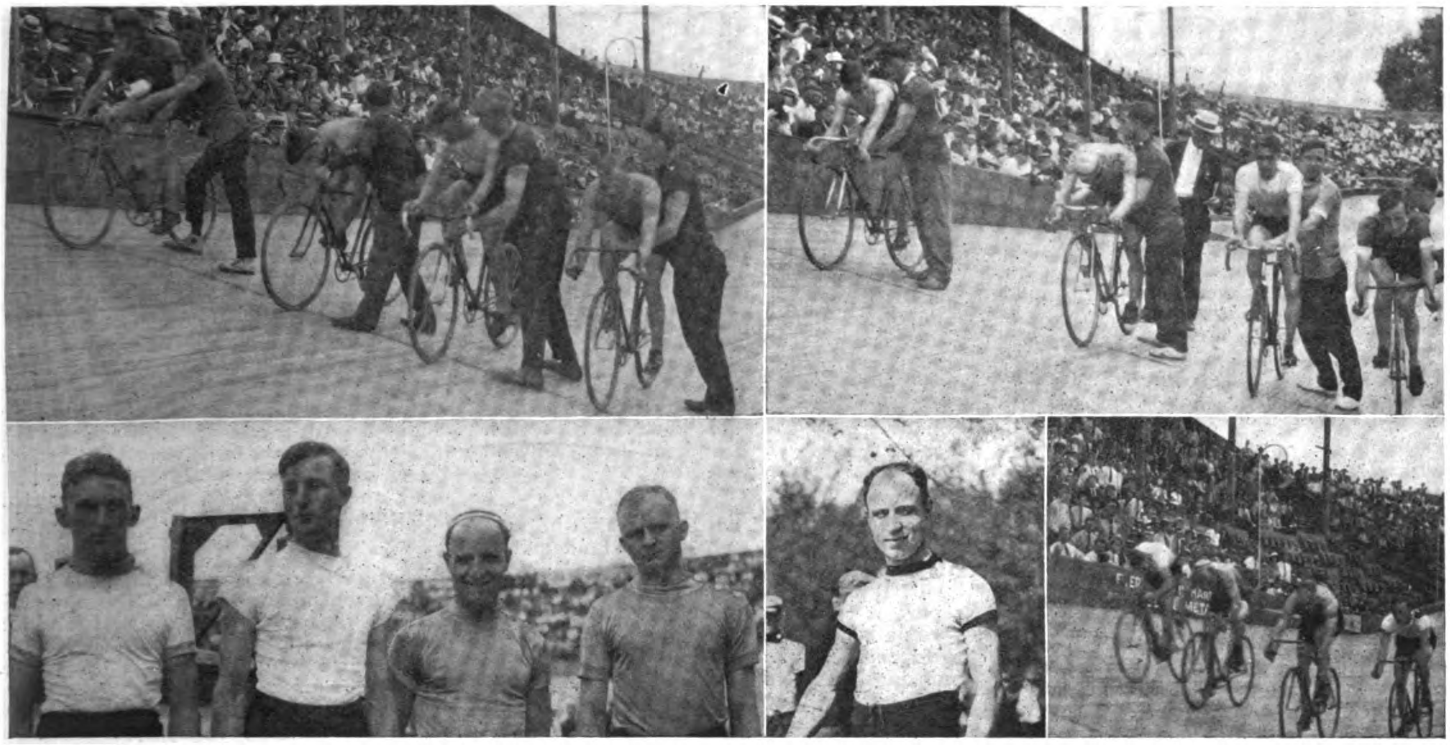
Two-Mile Point Race, Amateur—Won by Willie Grimm; second, Fred Spencer; third, Roy Mobeck; fourth, Burton Fenn.

Two-Mile Handicap for New York Riders, Amateur—Won by John Amabile, 140 yards; second, Bert Marquart, 150 yards; third, Tom Volpe, 150 yards; fourth, Anthony Benezatti, 200 yards. Time, 4:13.

Before the start of the "limited" two-hour team race, on Friday, limited on account of the glazed track, three amateur races and a professional match race were held. In the professional match Pierre Sergent, the French sprinter, met Fred Taylor, former amateur champion, and the Frenchman won in two straight heats.

Frank Bartell, the Newarker, accounted for the half-mile handicap for the amateurs from the 30-yard mark. Burton Fenn, 40 yards, was second; William Milloca, 70 yards, and Sam Gastman, 35 yards, finished third and fourth, respectively. The time was 55 3/5 seconds. Willie Grimm, of Newark, took the two-mile Class A lap race from Roy Mobeck, Anthony Beckman and Elmer Bundt, who finished as named in 4:14 1/5. Joe Palmier, 90 yards, accounted for the two-mile handicap for New Yorkers. Bert Marquart, 150 yards; John Amabile, 140 yards; Charles Peloso, 230 yards, and Tom Volpe, 150 yards.

The two-hour team race went about six miles when it was called off after several riders had fallen on the damp and slippery track. Grenda, of the Grenda-Lands team, won two of the three sprints run and Lloyd Thomas, of the Thomas-Papworth team, won the other.



The amateur championship series and contenders at the Newark Velodrome. Upper left, first semi-final of mile title race, July 23, with, left to right, Chris Dotterweich, Chester Fischer, Willie Grimm and Elmer Bundt. Upper right, second semi-final—left to right, Roy Mobeck, E. C. Bendi, Fred Spencer, Carl Hambacher. Lower left, the four finalists—left to right, Grimm, Hambacher, Bendi and Bundt. Lower center, E. C. Bendi, who is showing good form in amateur races at Newark and New York. Lower right, the finish of the mile championship—left to right, Willie Grimm, third; E. C. Bendi, second; Elmer Bundt, winner; Carl Hambacher, fourth

Amateur Championship Tied Up

AFTER the finish of the two-mile amateur championship for the Newark Velodrome, Sunday, July 30, the championship series, with only one more race to go, is tied up with two riders having 13 points each. The two are Willie Grimm, the Newarker, and Elmer Bundt, the Buffalo amateur.

Before the start of the race Bundt had 13 points, five points, or a full race, ahead of Grimm, while Carl Hambacher and E. C. Bendi each had seven. The dope was that Bundt could sew the title up by taking the race, or getting second, IF Grimm, Hambacher and Bendi did not win. Alas! Bundt was not in good sewing form as he was shut out of his trial heat by Burton Fenn and Grimm won the race, which made Willie's score 13 points. Fred Spencer won second place and three points and now has eight points, the same as Bendi. Hambacher still has seven, as Carl was eliminated in his semi-final heat.

Spencer, Bendi, Grimm, Burton Fenn, Carl Hambacher, Frank Importico and Roy Mobeck qualified in the heats, Grimm and Fenn ran one-two in the first semi-final and Spencer and Bendi did the same in the second. The final was paced and Grimm won the first trial with Bendi second and Fenn third. Spencer, however, punctured before the last lap and they tried it again. Grimm won again with Spencer second, Fenn third and Bendi fourth. One more race, the five-mile, is to be run and Grimm and Bundt will then decide just who is champion for 1922.

Alfred Goullet won in his match race against Orlando Piani by taking the first and third heats. Piani had won the first heat, but he used his elbows so thoroughly and forced Goullet off the track that he was disqualified. In the second heat Piani outsprinted Goullet, but in the third Goullet went to the front and turned the last eighth in 12 seconds, Piani being unable to get by him in the last stretch. Willie Spencer and Ray Eaton also had a tilt in a match with Willie gettting the verdict by taking the second and third heats after he was disqualified for riding wide in the first. Pierre Sergent and Eddie Madden met in a match and Sergent won in two straight heats. It did not appear as though Madden was trying very hard to beat the Frenchman, showing a great reversal of form from what he had when he beat the French sprinter on the latter's debut.

Alfred Grenda finished first in two other races, but he was disqualified in one, but garnered the other. Grenda steered his way to the front in the two-mile tandem race with Aleck McBeath, but the team was disqualified for riding wide and Lang and Verraes got the money. Grenda ankled home in front in the five-mile open, which was paced by riders on singles. McBeath was second, Cecil Walker third and Alfred Goullet, fourth. Summaries:

Half-Mile Novice—Won by Sam Hill; second, Herbert Gothie. Time, 1:07.

Two-Mile National Championship, Amateur—Won by Willie Grimm; second, Fred Spencer; third, Burton Fenn; fourth, E. C. Bendi. Time, 4:08 3-5.

Two-Mile Handicap, Amateur—Won by Anthony Beckman, 90 yards; second, Fred Kramer, 100 yards; third, Sam Gastman, 95 yards; fourth, Felix Patti, 115 yards. Time, 3:58 4-5.

Two-third Mile Handicap, Professional—Won by Fred Hill, 55 yards; second, Clif Papworth, 50 yards; third, David Lands, 40 yards; fourth, Alfons Verraes, 35 yards. Time, 1:11 4-5.

Two-Mile Tandem, Professional—Won by Gus Lang and Alfons Verraes; second, John and Menus Bedell; third, Tom Bello and Peter Drobach; fourth, Anthony Young and Charles Osterritter. Time, 3:37 3-5.

Five-Mile Open, Professional—Won by Alfred Grenda; second, Aleck McBeath; third, Cecil Walker; fourth, Alfred Goullet; fifth, Willie Hanley. Time, 9:55 2-5.

HUNDLEY WINS TOLEDO TITLE

RALPH HUNDLEY won the cycling championship of Toledo, O., Sunday, July 30, beating Ed Galliers, Fritz Nofen and John Valentine. The title was decided in four races, Hundley winning three of them. Summaries:

Half-Mile—Won by Hundley; second, Galliers; third, Valentine.

Quarter-Mile—Won by Hundley; second, Galliers; third, Valentine.

Third-Mile—Won by Galliers; second, Hundley; third, Nofen.

Five-Mile—Won by Hundley; second, Nofen; third, Galliers.

THE IRISH CYCLIST SAYS:

"That *all* golfers and anglers are not liars."

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

THE first of the elimination races for the New York District of the Amateur Bicycle League of America were held on Sunday over the Mosholu Parkway.

* * *

It has rained so much up in Worcester that Worth Mitten, the Davenporter, believes that Pat Logan, manager of the Worcester track, could be elected for mayor on the wet ticket.

* * *

Joe Reeber, the Newarker, has taken to paced racing. Last Tuesday Joe won a ten-mile Junior paced race from Archie Villa, Joe Mitola and Luigi Marcella, all Providence riders. Joe did the ten miles in 15:48 1/5.

* * *

On July 16 Bill Bailey, Bob Spears and Gabriel Poulain met in what was termed the "Grand Prize of Paris Revenge." Bailey won the race by taking the second and third heats. Poulain won the first heat. Spears was third in all three heats.

* * *

The Junior and Senior trials for the Northern New Jersey District will be held at Bayonne, N. J., August 6, 13 and 20. The events will be held at 40th street on the Hudson County Boulevard. L. A. Fraysse, 412 15th street, West New York, N. J., has charge of all details.

* * *

Willie Appelhans, the German paced rider, has hit a streak of hard luck. While riding through Van Cortland Park, New York, last week the forks on his bicycle broke and threw the cyclists to the road. In the scrimmage Appelhans received a fractured collarbone and other injuries.

* * *

Vincent Madonna, the Providence Italian, displayed considerable speed recently—but not on a bicycle. Madonna was out in his six-cylinder speed wagon, a cop caught him, the judge saw him and Madonna "saw" the clerk of the court a total of $34.15, the fine being $25 and the balance for costs. What's the fifteen cents for?

* * *

Get this one while it is tepid. Axel Ruden, the pacemaker, is a hero. Yep, 'tis true. Axel stopped a runaway in a real movie-hero style at New Bedford. Dobbin started to get frisky around noon (probably was after his oats) and decided to take the shortest route home, when Axel hove in sight, grabbed the horse by the neck and stopped him after being dragged 100 feet.

* * *

The many friends of Jack Coburn, the former St. Louis racing cyclist, will regret to hear of his untimely death. Jack, who had made his home at Manasquan, N. J., was stricken by an attack of acute indigestion on Tuesday and died shortly after. Jack, along with his brothers, Lou, Willie and Dave, made up the famed Coburn brothers team of 25 years ago. Of late years he was identified with the six-day races as a trainer, assisting his brother, Dave.

* * *

The new Parisian track, the Velodrome Buffalo, named after the famed scout and Indian fighter, will be opened in about six weeks. It is said to be the last word in tracks and is reputed to be the best in the world. The track is capable of holding a speed of a mile a minute or better for the paced riders, while sprints and tandem and tandem-paced races can also be held on it. A novel stunt is to have the riders' "cabins" made fireproof and also to install writing desks in the rooms. Fireproof? Don't know what the idea is, but had they made 'em sound proof it would have been better. Couldn't hear the combos being formed then.

* * *

Ernie Ohrt pens from Europe that he won a 25-kilometer race back of tandems at Alais, France, on July 14 and on July 16 he defeated Charley Oliveri, the Italian, in a pursuit race after going four miles. Ohrt says he is "Following the Man from Cook's" to Liverpool, England, for the world's championships, then to Liege, Belgium, August 13; Verviers, France, August 20, Warsaw, Poland, September 3 to 12, where he will race with Marcel Dupuy, Thowald Ellegaard and Ali Nefatti, the Tunisian; Paris, September 17; Milan, September 20 and 24 and October 1. Seeing Europe is his strong suite.

* * *

It was an unfortunate accident that befell George Seres, the French champion back of the motors, at the New Bedford Cycledrome, Monday night, July 24. Seres, Victor Linart, the Belgian and world's champion, and George Chapman, the American champion, were competing in a one-hour race that had been called "The Race of Champions." The race was a sensational one up to the time that Seres fell, about 35 miles, when the long crank used by Seres hit the cycle track and toppled the Frenchman into the path of Arthur Pasquier, the American champion's pacemaker, who was carrying the Yankee along at a 1:20 gait. Pasquier's motor passed over the chest of the French rider, fracturing seven ribs on one side and eight on the other. Pasquier fell in the mixup and suffered a fractured collarbone and also two broken ribs. Seres is at the St. Luke's Hospital in New Bedford and will recover unless further complications set in. The Frenchman says he is through with the paced game, Seres saying he will ride a six-day race or two. Pasquier is now in Providence and will be able to pace in a few weeks. Seres had been warned about using the long cranks, but he persisted in doing so.

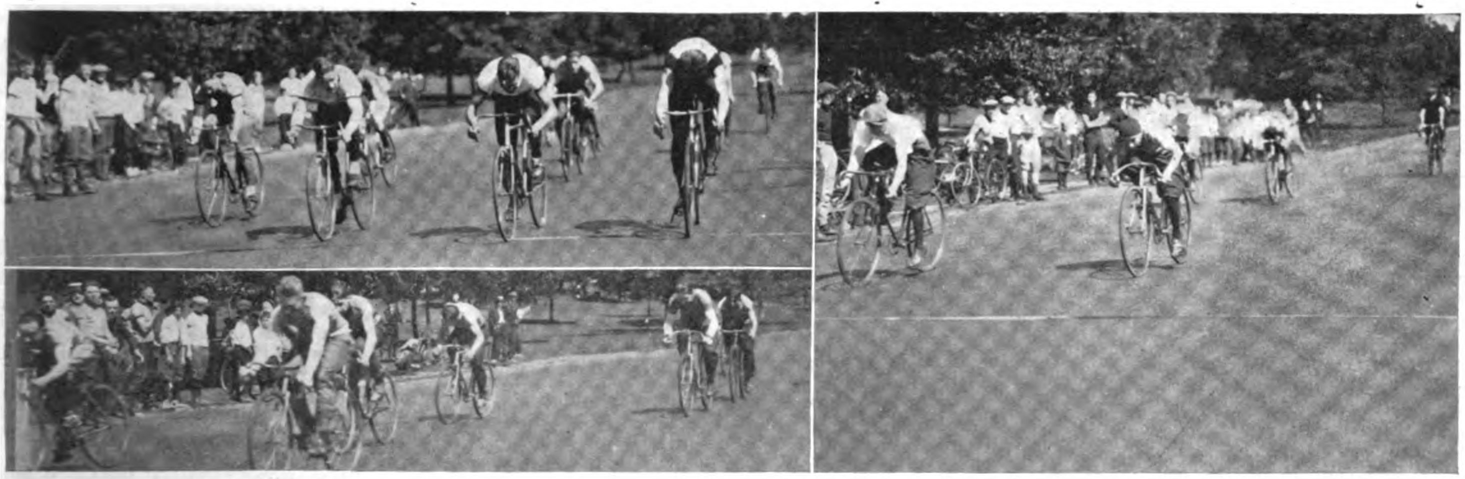
Joe Reeber, the Newarker, who has started in the paced game

* * *

There is certainly a warm ending to the amateur championship of 1922 due next Sunday. Willie Grimm, the Newarker, and Elmer Bundt, the Buffalo lad, are tied with 13 points each. One more race, the five-mile, is to be run. Should either of them get shut out of qualifying for the final away will go the title for that party. Fred Spencer and E. C. Bendi each have eight points. If both Bundt and Grimm are eliminated and Spencer or Bendi win they can tie the pair. It is hardly likely that both Grimm and Bundt will get beaten for the final, but there is always a chance of anything in a race like this.

* * *

They honored Frank L. Kramer at both the New York and Newark Velodromes last week as no cyclist or athlete has ever been honored. The fans at the New York track, limited in numbers on account of the threatening weather, showed by their cheering that they were his friends—every one of them, but perhaps the Newark farewell was one of the most impressive and touching that has ever been accorded a man in public life. The crowd went there to honor a champion that was a champion in every sense of the word. Clubs, lodges, friends, racing cyclists and trainers honored him with gifts. He made his last ride in record time and did his last tour of honor before a frenzied gathering of friendly fans and then passed out as an active cyclist. His farewell ride before the Newark public came in an exhibition at the Newark Velodrome against his own record of 15 4/5 seconds, and, wound up by Alfred Grenda, Kramer turned loose a great burst of speed and did the lap in 15 2/5 seconds, which tied the world's record made by Albert Crebs at Salt Lake City on July 4, 1911. After his great ride Kramer was presented with floral and other gifts, well photographed and feted. Two of his many gifts he is certain to cherish for all time, one being a cigaret case presented by the professional cyclists with whom he has been competing for years, and a cigaret holder, the gift of the trainers at the Newark Velodrome. It was a fitting climax to a most wonderful career, a career that has run for 27 years, over a quarter of a century of triumphs in championships and other races. The retiring champion was not the only one to receive a gift. The many-times champion presented his trainer, Mory Gordon, a watch inscribed "For Faithful Services." His last thoughts were of the man that helped him along the road to success. A champion on and off the track and one that will be remembered by everyone that knew him, of him, had seen him ride, or had raced with him.



Snapped at the New York A. B. L. trials. Upper left, Joe Schaefer and John Amabie in dead heat in Bronx quarter-mile; lower left, Eisele winning quarter-mile; right, Lauria winning junior quarter

New York Has A. B. L. Trials

THE elimination trials for the State Championships of the Amateur Bicycle Leage of America got under way Sunday, July 30th, when the races for the Bronx clubs and unattached riders residing in the Bronx were held on the Mosholu Parkway course. A large gathering of fans witnessed some excellent racing furnished by large fields in all events. The first event on the card was the quarter-mile race. Six heats were required to get all the contestants lined up, six men riding and two to qualify for the finals.

Some very close finishes resulted with the following riders qualifying in the order named: Joe Schaefer, Howard Hoffman, Ad. Blechert, Hugo Schliesman, Joe Crowley, Wm. Schliesman, Andy Geiss, Fred Osterhammel, John Amabile, Wm. Trebbi, Wm. Stokes and Herb. Fischer. The best time in any of the heats contested was in the heat won by Joe Schaefer, who covered the course in the fastest time for the day, he being clocked in 30 4/5 seconds, one full second behind the record made by Anthony Desimons, September 5, 1915. The riders were handicapped by the condition of the road which had been previously oiled and the hot sun made it rather soft and slow to push on.

After a slight rest the 12 men lined up for the final. The spectators were furnished with one of the most exciting races seen in many years. Joe Schaefer jumped to the front at the start, closely followed by John Amabile and Andy Geiss. The positions changed when Geiss went to the front when half the distance had been covered. Coming into the final drive of 100 yards the field was still closely bunched. Schaefer again regained the lead; nearing the tape it was a close battle between Schaefer and John Amabile. Straining every muscle to go over the tape in the last few yards the two fought hard over every inch of the ground. The crowd cheered wildly for its favorites. The field swept to the tape in close formation; when the tape was reached Amabile and Schaefer were abreast and the judges gave their decision as a dead heat. Both riders represented the Acme Wheelmen. Andy Geiss, also of the same club, put up a nice ride and managed to snare third place. Wm. Stokes of the Bronx County Wheelmen, Wm. Schliesman, Acme, and Fred Osterhammel, Bronx County Wheelmen, were the others to finish in the points. The time was 31 2/5 seconds.

The riders received points for the first six places, points counting 10, 7, 5, 3, 2 and 1. The first six men in the final points after the series is completed are eligible to compete in the State finals to be held on Ocean Parkway, Brooklyn, Aug. 20.

The final race for the day was the five-mile unpaced in which trials the riders covered five laps over a one-mile course against time. After the trials had been completed and the timers had checked up their sheets it was seen that a hard battle for first place had been waged between Steve Schackinger, Acme Wheelmen; Fred Osterhammel, Bronx County Wheelmen, and James Seawell, Acme Wheelmen, their being only ten seconds difference in their time, Schackinger beating Osterhammel for first place by the small margin of four seconds. Joe Crowley, Acme; Hugo Schliesman, Acme, and Joe Schaefer, Acme, were the riders to score.

The remaining races of the series will be held on the same course next Sunday starting at 8:30 a. m. sharp. There will be one-third-mile sprint, one-half-mile sprint and one-mile sprint for the seniors. The juniors, any boy not reaching his fifteenth birthday, will have a one-third-mile sprint, and half-mile sprint. All contestants starting in any event will receive a handsome medal. No entry fee will be charged. Summaries:

Quarter-Mile Sprint—Dead heat between John Amabile, Acme Wheelmen, and Joe Schaefer, Acme Wheelmen; third, Andy Geiss, Acme Wheelmen; fourth, Wm. Stokes, Bronx County Wheelmen; fifth, Wm. Schliesman, Acme Wheelmen; sixth, Fred Osterhammel, Bronx County Wheelmen. Time, 31 2/5 seconds.

Five-Mile Unpaced Race—Won by Steve Schackinger, Acme, 13:41; second, Fred Osterhammel, Bronx County, 13:45; third, James Seawell, Acme, 13:51; fourth, Joe Crowley, Acme, 13:54 1/5; fifth, Hugo Schliesman, Acme, 13:59 2/5; sixth, Joe Schaefer, Acme, 14:02; seventh, John Amabile, Acme, 14:05; eighth, Theod. Schliesman, Acme, 14:10; ninth, Jos. Kohn, Bronx County, 14:16 2/5; tenth, Ad. Blechert, Bronx County, 14:18 4/5.

POINT SCORE

Steve Schackinger, 10 points; second, Joe Schaefer, 9½; third, John Amabile, 8½; fourth, Fred Osterhammel, 8; fifth, Andy Geiss, 5; sixth, James Seawell, 5; seventh, Wm. Stokes, 3; eighth, Joe Crowley, 3; ninth, Wm. Schliesman, 2; tenth, Hugo Schliesman, 2.

KING AND HESS TIED

ON Sunday, July 30, the first set of elimination races to determine the six best senior Brooklyn and Long Island riders, and the four best juniors were held at Manhattan Beach. Those qualifying will represent this district in the final races on August 20 and 27 to determine the champion of the State in each class. Races were held for seniors, one-quarter-mile sprint and five-mile unpaced, and for juniors, one-quarter-mile sprint and one-mile unpaced. On Sunday, August 6, the remaining races in each class will be held at Manhattan Beach. Races start at 8 a. m. so as to avoid the heavy traffic. The races remaining are one-third, one-half and one-mile sprint senior, and one-third and one-half-mile sprint junior.

B. W. King, Empire City Wheelmen, outsprinted Walter Caldwell in the quarter-mile dash. Harry Hoglander of the C. R. C. A., was third, and I. Markow, E. C. W., fourth. A protest was lodged by several of the competitors claiming their chances of scoring had been spoiled by a bad switch by Wherry right at the start, Wherry being on the extreme right and

(*Continuel on page* 36)

BAY VIEW CLUB CELEBRATES

Newark, N. J.—The Bay View Wheelmen, of Newark, N. J., celebrated the 25th anniversary of the founding of the club on Saturday and Sunday last. On Saturday the club held a parade with three of the founders, William Rein, Robert Benwell and Peter Thier, in line.

Track stars and road racing men were in the parade, which wended its way through the streets of Newark. Rein and Thier were garbed in the uniforms they rode many years ago.

Larry Seuffert and Andy Watts rode on a home trainer and Walter Grenda rode a high wheel, Walter being dolled up like a tramp with the wash out on the line. There were many unique outfits in the classy turnout.

Herbert Thier won the prize for the best juvenile outfit. Chris Gregorson for the most original outfit, Chris being mounted on a wooden bicycle. Walter Grenda, for the most comical; William Keefe for best decorated outfit; Ray Nestor second in comical division, and George Keefe second best decorated. William Brindle and Jack Brennan, two juveniles, carried off the honors in that division.

N. E. CHAMPIONS RACE

Revere, Mass.—The qualifying heats of the New England professional sprint championship were run at the Revere Beach Cycle Track on Wednesday night, July 26, the winners going into the final as well as the repeschage heat winner.

In the first heat Willie Keller, 1921 champion, won. Ralph Spiers, the local rider, won the second and Frank Cavanagh, the Newarker took the third. James Cobert, another Newarker, won the fourth. Archie McDonald, of Newton, will ride the final by virtue of taking the repeschage heat.

The paced feature saw Champion George Chapman win over Victor Linart, the Belgian, and Jules Miquel, the French cyclist. Linart taking second in the event. The time was 48.19 4/5.

Summaries:

Half-Mile Handicap, Amateur—Won by Tom Logan, 95 yards; second, Robert Lake, 90 yards; third, Anthony Bernard, 85 yards; fourth, Charles Sakey, 115 yards.

Miss-and-Out, Amateur—Won by Frank Hughes; second, Frank Logan; third, George Carmody; fourth, Charles McDonald. Time, 7:06 4-5. Distance, 2 5-6 miles.

Five-Mile Open, Professional—Won by Willie Keller; second, Frank Cavanagh; third. Archie McDonald; fourth, Fred McKenzie. Time, 12:42 2-5.

AMERICA WINS TEAM RACE

Philadelphia, Pa.—Clarence Carman and Percy Lawrence captured the one-hour team motor-paced race for America at the Point Breeze Velodrome Thursday night, July 27. The famous American pace followers rode 40 5/6 miles in the hour.

The two U. S. riders finished in one-two order. Carman led the way with Percy Lawrence second. The winning combination of Carman and Jimmy Hunter, the star Philadelphia pacer, was too much for the other three contestants. Lawrence was paced by Otto Miller.

Vincenzo Madonno, the Italian idol, led during most of the race. However, he broke his pace and could not recover. Paced by Eddie Root, he came into third place. George Colombatto, the other Italian rider, paced by Johnny Schlee, was last.

Carman breezed out into the lead at the start of the event and held it until the first five miles were over. Then he was passed by Madonna, who remained in front for ten miles. On the 20th mile he lost his pacer and was never able to recover the lost ground.

Willie Spencer, the famous sprinter, was pushed to the limit to win from Francesco Verrie, the Italian favorite, in the professional sprint match race of one mile. Spencer captured first by winning two out of the three heats, the final and third.

Summaries:

Half-Mile Championship, of Philadelphia—Won by Honry Bruhn; second, Charles Judge; third, Bill Shaw; fourth, J. Seaman. Time, 1:09.

Two-Third-Mile Handicap, Professional—Won by George Patterson, 25 yards; second, George Gergley, 50 yards; third, Pat McKeag, 80 yards; fourth, Jake Smith, 10 yards. Time, 1:42 1/5.

CARMAN IS NOW LEADING

Clarence Carman, the Long Islander, is now leading the paced riders by a lone point. Carman has 97 points, while Victor Linart, the Belgian, is second with 96. Jules Miquel, France, is in third place, two points in the lead of Vincent Madonna, while George Wiley is one point ahead of Champion George Chapman. The standing up to and including Saturday, July 29, giving 27 riders, follows:

Rider	1st.	2d.	3d.	4th.	Pts.
Carman	13	7	4	3	97
* Linart	12½	8	3	2	96
Miquel	9	6	7	2	79
Madonna	9	7	5	1	77
Wiley	5	9	7	3	69
Chapman	8	6	5	0	68
* Corry	5½	9	4	0	64
Verkeyn	3	3	6	2	38
Seres	2	4	3	1	29
Clark	0	4	4	2	22
Keenan	2	1	2	4	21
Appelhans	1	4	1	2	21
Colombatto	1	1	4	5	21
Markey	2	2	1	1	19
Andersen	2	0	2	3	17
Lawrence	1	1	2	0	12
Keller	1	1	0	0	8
Spiers	1	1	0	0	8
Mitten	0	1	2	1	8
Marcella	1	0	0	1	6
Villa	0	2	0	0	6
Gaffney	0	1	1	0	5
Mitola	0	1	1	0	5
Upton	0	0	1	0	2
Gilson	0	0	1	0	2
Norantonio	0	0	1	0	2
Blomstrom	0	0	0	1	1

Points: First, 5; second, 3; third, 2; fourth, 1.

* Linart and Corry rode to tie in race at New Bedford, May 29. Points for first and second (8) were divided between them.

NEW YORK HAS A. B. L. TRIALS

(*Continued from page* 35)

cutting right across the field, several of the riders narrowly escaping serious injury. They have been asked to submit their protest to the Board of Appeals, but it is doubtful if anything can be done, as Wherry failed to place, and disqualification would have no value.

George Hess, Empire City Wheelmen, recent winner of the Coney Island handicap bicycle race, won the five-mile unpaced race in 13:19 2/5. Wm. Wherry, also E. C. W., was second in 13:30. V. Haarstick, E. C. W., was third in 13:35; fourth man was J. Tilgner, C. R. C. A., 13:38 1/5.

The points now stand: King and Hess, 5 each; Wherry and Caldwell, 3 each; Hogland and Haarstick, 2 each; Markow and Tilgner, 1 each.

Gerald Ginsburg won both the one-quarter-mile sprint and one-mile unpaced junior. Jos. Pappa finished second in each with Ed. Kwaskowski, third. Points: Ginsburg, 10; Pappa, 6; Kwaskowski, 4.

CAVANAGH WINS N. E. TITLE

Revere, Mass.—Frank Cavanagh, the Newarker, captured the professional sprint championship of New England at the Revere Beach Cycle Track on Saturday night, July 29. Willie Keller, of Newark, the winner in 1921, was second, while James Cobert, another Newarker, was picked by the judges as the winner over Ralph Spiers, the localite. The finish for the title was close enough for the judges to almost decide the event a dead heat, but Cavanagh won by a scant inch at the tape.

Hardy Jackson, the veteran Negro rider, paced the five riders, Keller, Cavanagh, Cobert, Spiers and Archie McDonald, of Newton, for the first four laps. Cobert tried to take the lead on the fifth lap, but Keller and Cavanagh refused to allow him in front. Cavanagh went to the front at the bell for the last lap with Keller clinging to his rear wheel. Keller attempted to jump by the leader on the last lap, but Cavanagh met his challenge and held him off to the finish and down the stretch the remaining three came. As they crossed the tape the entire field was bunched, furnishing one of the speediest and most exciting titular sprint races ever seen on a New England track. The winner was presented with a gold medal in addition to his prize money and was also given a bouquet, the gift of His Honor, the Mayor.

Clarence Carman was returned the victor in the motor-pace race of an hour's duration. In the time specified, he covered 42 5/6 miles. George Wiley was second, Frank Corry third, and Vincent Madonna fourth.

The victory was far from a cinch for Carman, for it was Vincent Madonna who went into the lead at the start and was never headed until just about three minutes before the expiration of the time limit. Then, the breaking of the chain on his motor-pace forced him out of the contest. Up to this mishap, at no time in the race was there a quarter of a lap between Madonna, Carman and Wiley. The summary.

One-Mile, N. E. Professional Title—Won by Frank Cavanagh; second, Willie Kellar; third, James Cobert; fourth, Ralph Spiers; fifth, Archie MacDonald. Time, 2:10 1-5.

Two-Mile Open Amateur—Won by Frank Hughes; second, Joseph Reni; third, Charles McDonald; fourth, Frank Logan; fifth, Alfred Keith. Time, 4:38 1-5.

Five-Mile Open Professional—Won by Frank Cavanagh; second, Willie Kellar; third, Nelson MacKenzie; fourth, Fred MacKenzie; fifth, Walter MacKenzie; sixth, Tom Grimm. Time, 11:45 1-5.

Half-Mile Amateur—Won by James Parks; second, Harold Jones; third, Anthony Bernard; fourth, James Sumack; fifth, Tom Logan. Time, 56 minutes and 1-5 seconds.

One-third Mile Professional—Won by Walter MacKenzie; second, William Cupit; third, Fred MacKenzie; fourth, John Barry; fifth, Leo Maggolli; sixth, Tom Connolly. Time, 36 minutes and 1-5 seconds.

RACERS HAVE A PARTY

Ottawa, Ont.—Bicycle racers of Ottawa gathered at the commodious club house of the St. Brigid's Bicycle Club, Ottawa, on Thursday evening, July 27, for a "party," the feature of which was the presentation of 35 prizes for the first annual 20-mile handicap road race of the St. Brigid's club and for three recent track races. The speakers for the occasion included Rev. Father Gorman, Norman Wiles, chief booster of the St. Brigid's bicycle club, W. M. Gladish, president of the Ottawa Bicycle Association, Billy Jones, former Canadian amateur champion and present coach of the Ottawa riders, and others.

Rene Paquette of St. Brigid's, winner of the handicap, was presented with the suit of clothes which was the first place prize, while the big silver cup, emblematic of the Ottawa 20-mile championship, was received by Orville Moore of Hull, riding in the colors of the Capital Bicycle Club.

St. Onge Scores in Omaha

Round and round they went,
The whistles blew and the horns honked,
The people cheered, clapped, and then
they laughed,
Then they laughed some more,
And everyone had a good time.

TOLD you so! Did you ever see such a sick lot of automobiles as those which sneaked into the side streets off Farnam street, shortly after noon, at Omaha, Neb., July 22? Can the bicycle come back? That's what they all say unless they didn't happen to witness one of the most palatial pageants that ever pageanted in the Omaha *World-Herald* social ride.

H. Beselin, of Omaha, and his World bicycle with Simpson chain

Far be it from the *World-Herald* to toot its own bicycle horn, but when you can round together such an enterprising congregation of youthful and less youthful talent and put 'em through a first class procession and show in two hours and a half, why, give Fred St. Onge your D. S. C.! The above is just about what the Omaha *World-Herald* thinks of St. Onge and the bicycle ride he promoted there.

According to actual count there were exactly 378 bicycle riders in line in the big parade and what a sight it was to see the start of the affair in front of the Court House where two police officers worked from 6:30 a. m. to keep the space clear for the lining up of the riders.

The parade was headed by Sergeant George Emery, the Beau Brummel of motorcycle cops, mounted on an Indian Chief with sidecar of the same. There was a battalion of Western Union Telegraph boys, who drew comments of approval from St. Onge owing to the fact everyone of them rode correctly on wheels whose handle bars and saddles were adjusted properly. St. Onge on his "ordinary," accompanied by Victor Roos (one of the real dealers of the country), who rode an old "Victor" of the vintage of 1885, but in fine shape, followed the cops. Next came the Boy Scouts, young and old, the old-time riders on various sorts of wheels, the nifty lady riders, then a swarm of just bicycles and riders which are to be the forerunners of a new bicycle invasion of the city.

At the municipal playgrounds, Fred St. Onge instructed everyone how to ride a wheel, how to make a hill (and there are some hills in Omaha, nearly as bad as Seattle), but hills are easy to a cyclist when he knows how to ride properly. He showed them how to adjust their saddles and bars, what not to do on crowded streets, and how to always get the best results in riding with the least effort. He declared bicycle riding to be the finest outdoor exercise for all, and then endeavored to give proof of his contentions. The proof was sufficient for those present. He told how he taught the wonder woman of the world, Miss Helen Keller, to ride a wheel and then as a windup he did a raft of funny stunts that brought applause and cheers from the spectators. Prizes were contributed as follows:

For best decorated bicycle: First, one Ranger bicycle, contributed by Nebraska Motorcycle & Bicycle Co. (Jas. Van Avery, director of N. C. D. A.); second, one pair of vacuum tires. Penn Rubber Co.; third, one electric lamp outfit, Victor Roos.

Neatest appearing Boy Scout in regulation uniform: First, one Roos Flyer bicycle, by Victor Roos; second, one Boy Scout knife, Wright & Wilhelmy Co.; third, a bicycle saddle, by same.

Youngest rider in line: One Rex Juvenile bicycle, by Omaha Bicycle Co. (Sam Boord, the Indian man).

Oldest rider in line: One pair of Silvertown cord tires, B. F. Goodrich Rubber Co.

Grotesque make-ups: First, one pair bicycle tires, by Nebraska Motorcycle & Bicycle Co.; second, bicycle horn, by Omaha Bicycle Co.

Neatest appearing lady rider: First, one Victory or America bicycle (choice), by Ralph Craddock.

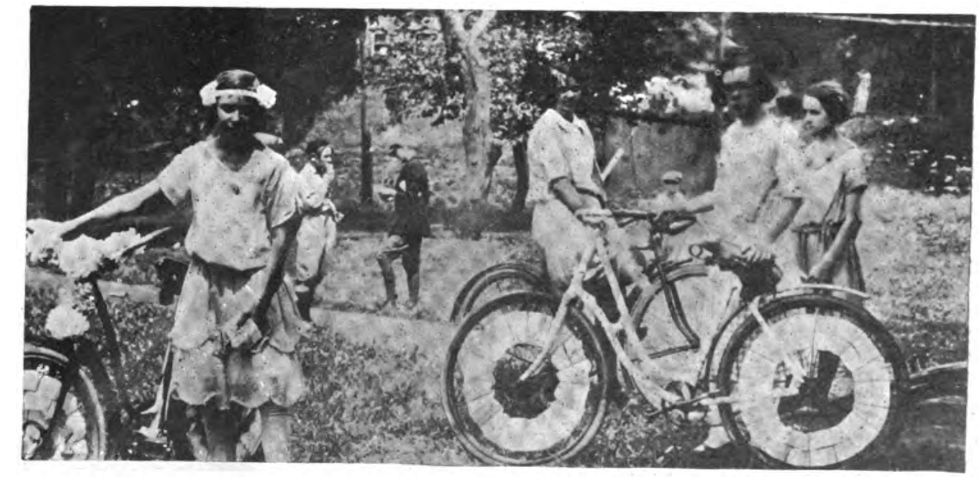
Greatest number of Boy Scouts from a single troop: The World-Herald Trophy.

During the week St. Onge was a guest at dinner of the Triangle Club and, with James Van Avery, the C. T. A. representative, brought up the question of the White Line of Safety and suggested this live organization take up the matter with city and state officials.

One of the features of the parade Saturday was the safety bicycle ridden by the oldest rider in line, Mr. H. Beselin; he is 67 years old and was mounted on a World bicycle made by Arnold Echwinn Co. and equipped with the original Simpson Chain first introduced in this country by the late Jimmie Michael and later used by Johnnie Johnson.

Space does not permit of mentioning every item connected with the great Omaha demonstration. One young lady, Cecilia Nichols by name, made a hit with a beautifully decorated wheel on which was a small placard reading: "MY MOTHER'S WHEEL 20 YEARS AGO." (A pretty bit of sentiment). The gamest kid on wheels was a youngster who rode a velocipede all the way, he built the machine himself, Lewis Lucas, 7 years old. (Some kid.) The youngest rider in line was 4 years old and rode a bike with 10-inch wheels. His name is Earl Curtis.

Eric Boeck, of the Roos Store, with Billy on the bars. Some outfit!



Some of the fair ones at Omaha

WILEY PUTS UP THRILLER

Providence, R. I.—George Wiley of Syracuse, rode the greatest race of his career at the Cycledrome, Tuesday, July 25. The ten points which he picked up for finishing first in the opening race of 15 miles, coupled with a second in the wind-up event of 25 miles, netted him only second place. Vincent Madonna captured the match with 11 points as the result of a second in the opener and first in the 25-mile grind—and the Italian was also on his best cycling behavior.

George Chapman, American champion, rode under the handicap of a bandaged left knee, a souvenir of a spectacular spill in New Bedford Monday night, and plugged along in third position in both events. He uncovered sprints twice in the 15-mile contest, but lacked the speed to overhaul Madonna, who was riding in second position all the way.

Wiley got away first in the opening race and maintained the lead unflaggingly to the finish. Chapman made his bids in the 9th and 13th miles, and they proved the only interesting features of this race. Madonna seemed content to hold second place and not once did he challenge the Syracuse veteran.

Madonna was in No. 1 position, with Wiley second and Chapman third, in the second heat of 25 miles, and the same positions were held throughout the race. Wiley started to thrill the fans on the seventh lap of the fifth mile, when he uncovered a dazzling burst of speed and for three laps rode within a length of the flying Italian, who rallied desperately, with every ounce of speed in stock, to shake him off.

The crowd went wild during the duel. Wiley dropped back, but in the 13th mile he staged another great spurt. Just when it looked as if he would pass the Italian he "cracked" and lost his pace. Madonna also lost pace, but both hooked on again without loss of positions, Chapman being too far in the rear to take advantage of the opportunity to shoot ahead.

In the 19th and 21st miles Wiley went gunning for Madonna's scalp again, but the Italian held him off. A feature of the two heats was the fact that at no stage of either was a rider passed or lapped.

In the junior motor-paced race of ten miles, Joseph Reeber, of Newark, won easily, with Archie Villa, second; Joseph Mitola, third, and Luigi Marcella, fourth. Summaries.

Half-Mile Handicap, Amateur — Won by Leonard Harten, scratch; second, Roland Winsor, 70 yards; third, V. Picchione, 50 yards; fourth, Ray Warren, 65 yards. Time, 50 1/5 seconds.

Ten-Lap (1 3/7-Miles) Handicap, Amateur —Won by William White, 15 yards; second, Roland Winsor, 60 yards; third, Alphonse Colombe, 25 yards; fourth, V. Picchione, 50 yards. Time, 3:02 4/5.

Two-Mile Open, Amateur—Won by Romeo Goddu; second, Leonard Harten; third, Chick Meyer; fourth, Roland Sevigny. Time, 4:21 2/5.

One-Mile Open, Professional—Won by Mike DeOrio; second, Humbert Norantonio; third, Vincent Markey; fourth, Louis Gilson. Time, 2:02 3/5.

Two-Mile Handicap, Professional—Won by A. Patalano, 165 yards; second, Eugene Montecalvox, 160 yards; third, Archie Villa, 80 yards; fourth, Michael DeOrio, 40 yards. Time, 4:14 4/5.

SERES IS BADLY INJURED

New Bedford, Mass.—More than 4,000 people turned out for the races at the Cycledrome here on Monday night, July 24. The feature was an hour paced race, the "Race of Champions" it was named, between Victor Linart, world's and Belgian paced champion; George Seres, French champion, and George Chapman, three-time winner of the American paced title.

Seres took the lead at the start with Linart second and Chapman third. During the first 20 minutes of riding the order remained the same. Linart and Seres had a battle shortly after and Seres managed to hold Linart off. Chapman then tackled Linart and passed him. A spoke in Chapman's wheel broke and he lost five laps or so while changing wheels.

Chapman by sensational riding had regained 4½ laps and while battling Seres, who in the meantime had changed wheels and was in second position, the pedal on Seres' bicycle struck and threw Seres in the path of Chapman and his pacemaker. Before anyone realized it the motor ridden by Arthur Pasquier had hit Seres and the motor and Seres rolled along the track. Pasquier was thrown heavily as was Chapman, who was following him.

Seres was rushed to St. Luke's hospital and Pasquier was driven to Providence by Linart in an automobile. Seres was found to have suffered 15 fractured ribs, eight on one side and seven on the other. Pasquier suffered a broken collarbone and two fractured ribs, while Chapman escaped with burns and bruises in addition to a shaking up. Later reports stated that Seres would recover if no complications set in.

The race was stopped after the accident with Linart in the lead and Chapman in second race. The summaries:

Three-Lap (3/7-Mile) Handicap, Amateur—Won by Chester Fornica, 100 yards; second, Maurice Nunes, 70 yards; third, William White, 45 yards; fourth, William Coe, 70 yards. Time, 48 3/5 seconds.

Three-Mile Lap Race, Amateur—Won by Fred Jatvis, 13 points; second, Leonard Harten, 11 points; third, Abner Bailey, 6 points; fourth, tie between Romeo Goddu and Chick Meyers, 5 points each. Time, 6:48 3/5.

Inter-City Pursuit Race, Amateur—Won by Roland Sevigny and William White, New Bedford; second, James and William Coe, Taunton. Time, 8:58 3/5. Distance, 3 miles and 1,325 yards.

Two-Lap (2/7-Mile) Handicap, Professional —Won by Joe Turgeon, 70 yards; second, Rudolph Blomstrom, 35 yards; third, A. Patalona, 55 yards; fourth, Oswald Colonna, 50 yards. Time, 37 2/5 seconds.

Three-Mile Open, Professional—Won by Michael DeOrio; second, Tommy Fitzsimmons; third, Louis Gilson; fourth, Frank Depanni. Time, 6:39.

JARVIS A CLASSY AMATEUR

Providence, R. I.—Fred Jarvis, an amateur rider in Charlie Turville's class at Providence, R. I., is just about the cat's chin whiskers when it comes to riding a bicycle. Fred has led the amateur class all the year, and is so far ahead in points, that it appears as if he will be topping the list when the season ends. Jarvis can account for his ability to his method of living. He is what one might call in sport parlance "spotlessly clean," and he is not afraid of work to keep himself in the pink of condition. Jarvis broke a couple of track records last week, and it wouldn't be surprising to see him get most of the marks before the season ends.

Fred Jarvis, a classy New England amateur

TORONTO RIDERS WIN TITLE

Waterloo, Ont.—Toronto, Ontario, bicycle riders cleaned up at the National championships of the Canadian Wheelmen's Association, which were held at Waterloo, Ontario, Saturday, July 15, having been postponed from July 1 because of rain. Because of the postponement, the Toronto entries had little opposition from outside cities, Ottawa clubs not being represented in the competitions.

By virtue of his victories in the half and one-mile championships, Frank Brown of the Queen City Bicycle Club, Toronto, earned the title of sprint champion of Canada for 1922, but he was unplaced in the quarter-mile championship in which Elson McKay, of the same club, proved to be the winner. Brown also finished second in the five-mile championship which was won by Norman Webster, the unattached Toronto racer, who accounted for most of the Canadian titles last year. Frank Brown, who represented Canada at the Olympic Games at Stockholm in 1912, also captured first place in the miss and out race.

"Doc" Morton, one of the famous oldtimers of the sport in Toronto, almost turned the trick in the quarter-mile Canadian championship, being nosed out in the final sprint by Elson McKay. Morton has been racing for supwards of 25 years and still shows a wicked sprint in short races. Dave Patterson, one of Toronto's younger riders, figured in the money in both the half and one-mile championships, finishing second to Brown. It is interesting to note that Brown retired from competition several years ago but performed a sensational comeback last season and now ranks as one of Canada's leading amateurs. The summaries:

One-Mile Novice—First heat: 1, L. Broderick, Toronto; 2, D. McLean, Toronto; 3, J. E Tuck. Time, 2:50. Second heat: 1, A. Houting, Toronto; 2, L. Colborne, Toronto; 3, W. Verral, Toronto. Time, 2:34. Final: 1, D. McLean; 2, L. Colborne; 3, J. E. Tuck. Time, 2:21 3-5.

Quarter-Mile Championship—First heat: 1, D. Patterson, Toronto; 2, Elson McKay, Toronto. Time, 34 4-5. Second heat: 1, Norman Webster, Toronto; 2. Doc Morton, Toronto. Time, 33 seconds. Third heat: 1, W. Cole, London; 2. B. Sparks, Toronto. Time, 34 seconds. Final: 1, Elson McKay; 2, Doc Morton; 3, Norman Webster. Time, 33 1-5.

Half-Mile Championship—First heat: 1, D. Patterson; 2, Norm. Webster. Time, 1:09. Second heat: Frank Brown, Toronto; 2, Doc. Morton. Time, 1:08 4-5. Final heat: 1, Frank Brown; 2, D. Patterson; 3, Norm. Webster. Time, 1:16.

One-Mile Championship—First heat: 1, F. Brown; 2, N. Webster; 3, D. Patterson. Time, 2:22 4-4. Second heat: 1, W. Cole, London; 2, Doc. Morton; 3, E. McKay. Time, 2:28 4-5. Final: 1, F. Brown; 2, D. Patterson; 3, N. Webster. Time, 2:18 1-5.

Five-Mile Championship—1, N. Webster; 2, F. Brown; 3, B. Sparks. Time, 13:20 1-5.

Two-Mile Handicap—1, L. Broderick, Toronto; 2, D. McLean; 3, A. Gould, Toronto. Time, 5:01.

Miss-and-Out Race—1, F. Brown; 2, L. Broderick.

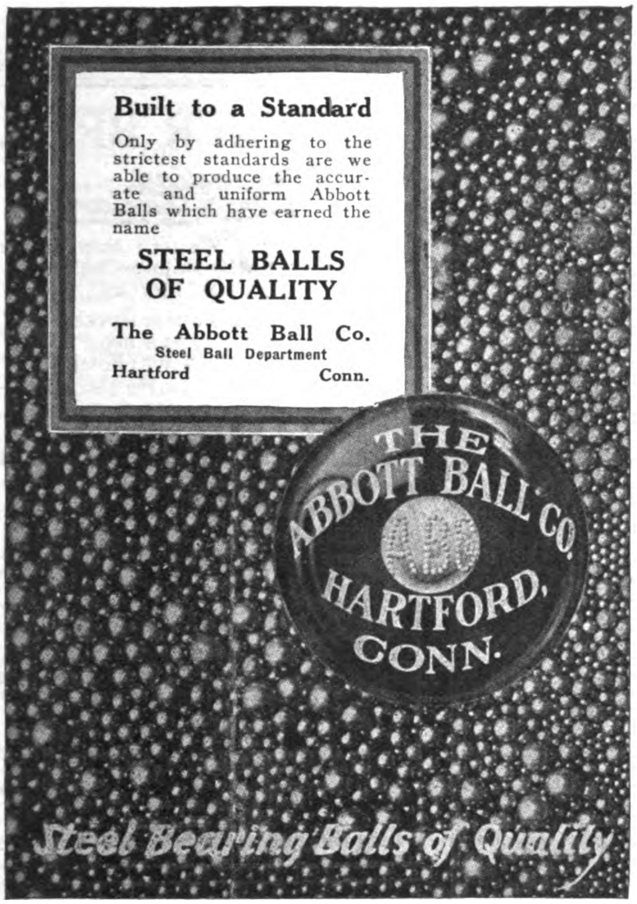
WHAT, RAIN AGAIN?

New Bedford, Mass.—Cold weather and threatening rain caused Manager Cadwell to call off the 40-mile motor-paced race between George Wiley, Frank Corry and Charles Verkeyn, scheduled for Thursday night, July 27. The amateur races were run, however, with the following results:

Four-Lap (4/7-Mile) Handicap, Amateur —Won by William White, 55 yards; second, Roland Sevigny; third, Frank Frazinni, 35 yards; fourth, Abner Bailey, 20 yards. Time, 1:0 2.

Ten-Mile Motor-Paced Championship of New Bedford—Won by Manuel Nunes; second, Romeo Goddu; third, Gene Dufficy. Time, 16:07 1/5.

Unknown Distance Race, Amateur—Won by Leonard Harten; second, Fred Jarvis; third, Gene Dufficy; fourth, Roland Sevigny. Time, 3:20 3/5. Distance, 1 2/7 mile.



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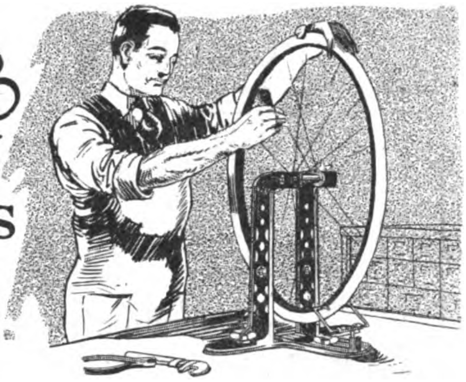

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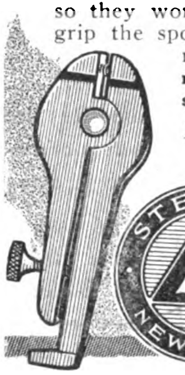

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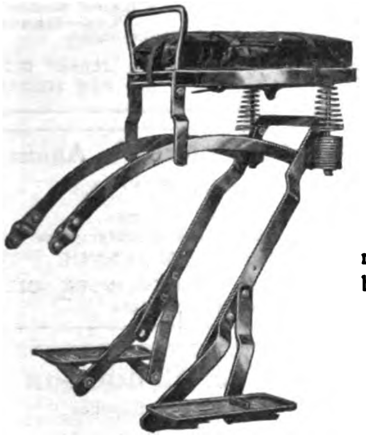

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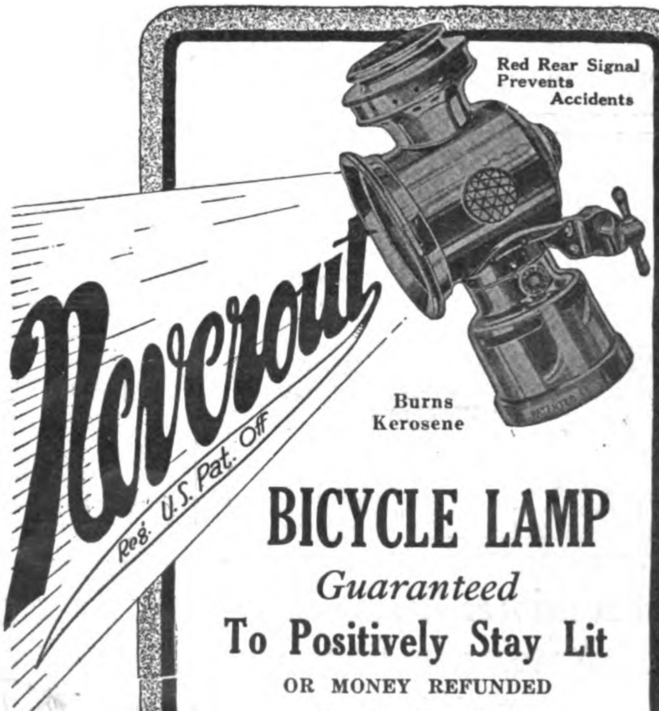

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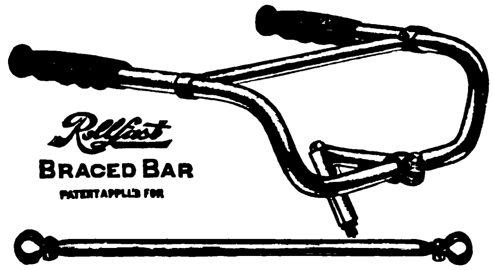

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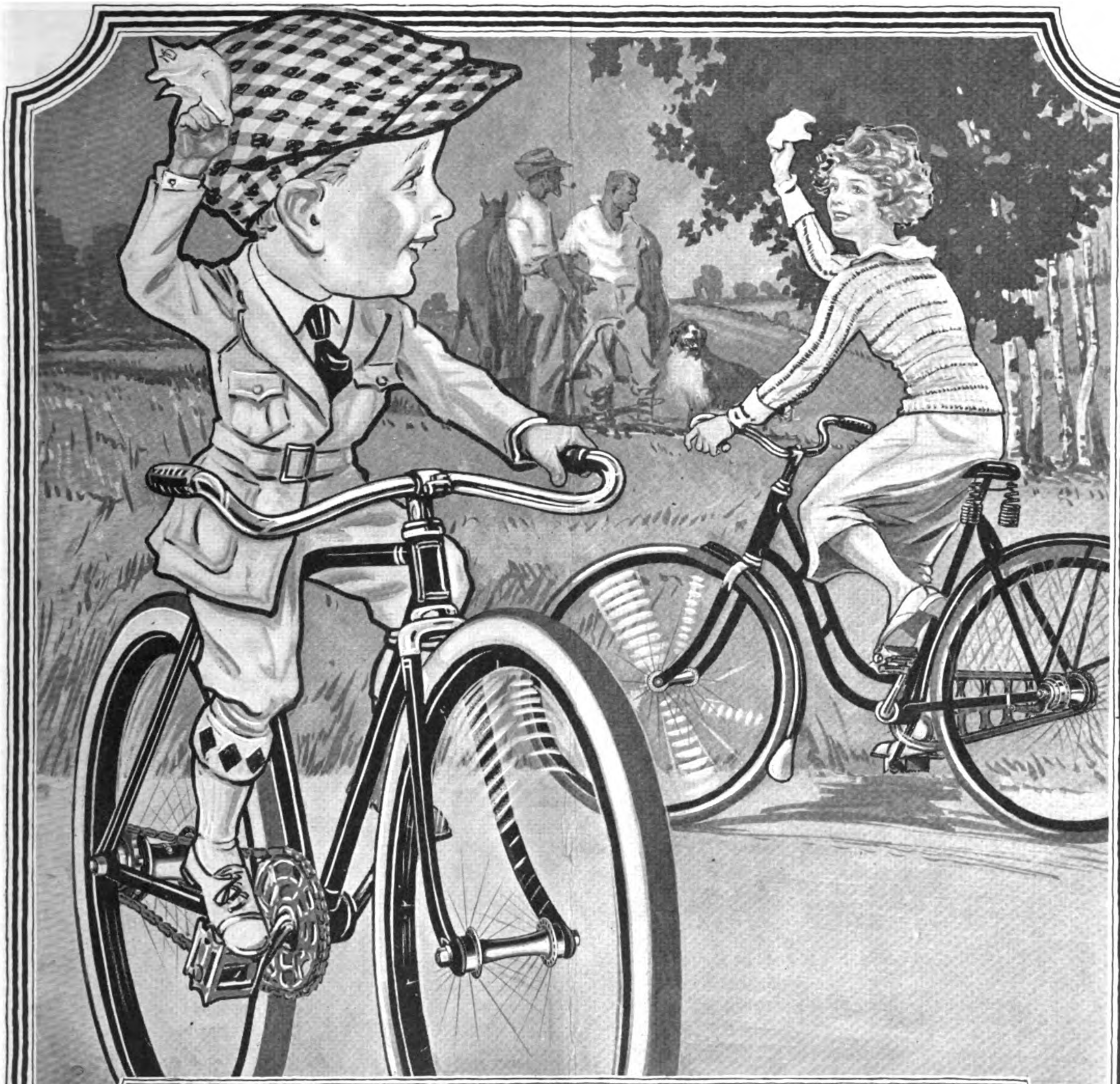

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The knowledge that New Departures are always dependable, always efficient, always on the job to give you instant control of your bicycle, robs the ride of the least worry that a bad spot in the road, a steep hill, or suddenly appearing motor car will spoil your enjoyment.

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Live dealers will see that the NERACAR has selling possibilities beyond anything on the market—that it will promote the motorcycle business as a whole, by getting new classes of riders into the two-wheel habit.

This is the first motorcycle designed as the *universal* two-wheeler—to suit the *big majority* of people. For men and women in all walks of life, for boys and girls.

It has *made good.* We are receiving testimonials from a surprising range of owners, from business men and women, executives, superintendents, army officers, college professors, doctors, clergymen—they *all like* the NERACAR.

The NERACAR means motoring for the masses—300 miles for a dollar fuel cost—cheaper than riding in street cars.

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Including 2 Electric Head Lights, Tail Lights and Tools

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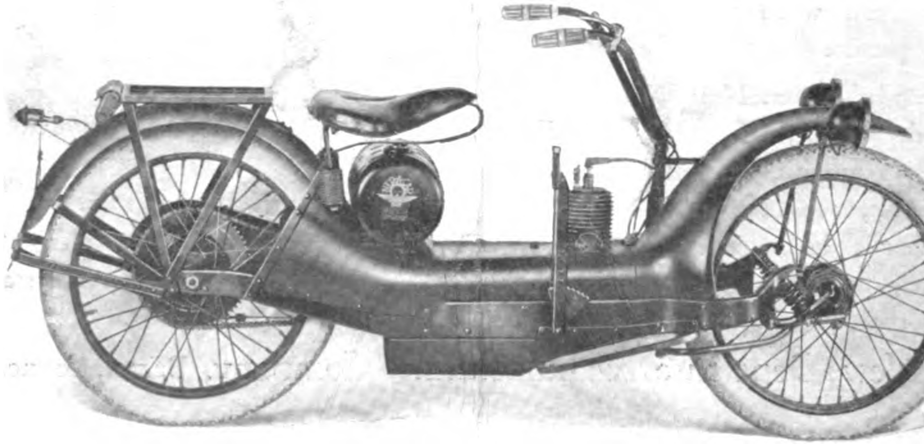
300 Miles for $1.00



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America's Greatest Cycling Magazine

Motorcycling Is a High-Class Sport

FIFTEEN CENTS NEW YORK AUGUST 10, 1922

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COASTER BRAKE

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1922 National
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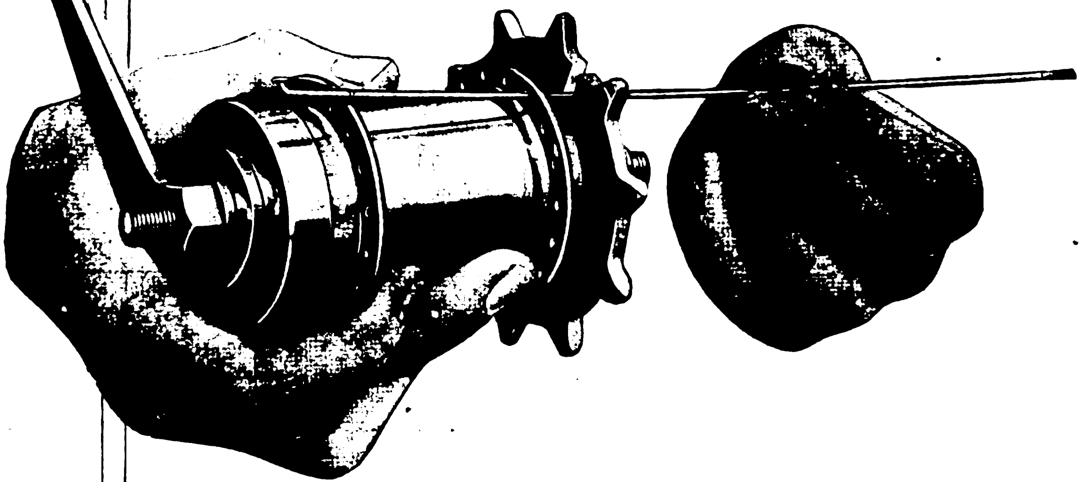

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The new and exclusive MORROW slotted sprocket

NO LONGER is it necessary for repairmen to tear down the coaster brake assembly just to replace a spoke in the rear wheel! The MORROW slotted sprocket enables you to insert a new spoke from *left* to *right* or from *right* to *left* THROUGH the rear sprocket, without even removing the chain!

Replacing a spoke is now a matter of a few minutes instead of an hour. The saving in time and labor is a *cash saving* to you or your customer.

MORROW design throughout is of the same high standard as the labor-saving slotted sprocket. Greater braking surface, more ball bearings, simple, accessible design have been MORROW practice for years.

Your customers want the MORROW brake. It is *good business* to supply their demand.

Ride a Bicycle

ECLIPSE MACHINE COMPANY
ELMIRA, NEW YORK

Motorcycle & Bicycle ILLUSTRATED

Vol. 18 August 10, 1922 No. 32

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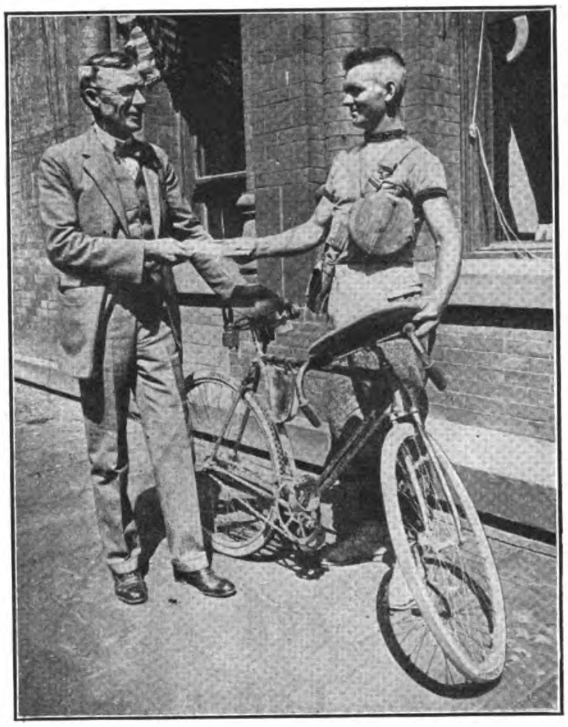

Clarence Wagner delivering to Mayor Cryer of Los Angeles a message of greeting from official New York

Goodrich Tires Carried Clarence Wagner to New Transcontinental Bicycle Record

"No other tires made could have stood up as well under the punishment they received."

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Well might riders and dealers seeking to buy and sell service and satisfaction take cognizance of Wagner's statement—

"No other tires made could have stood up as well under the punishment they received."

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Akron, Ohio

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***Bicycle* TIRES**

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For immediate satisfaction, install a Carter on your old machine—or specify Carter on your new one.

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Sole Distributors
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American Car and Foundry Co., Manufacturers

The pleasure, the economy and the satisfaction of owning a Carter may easily be yours—see your dealer.

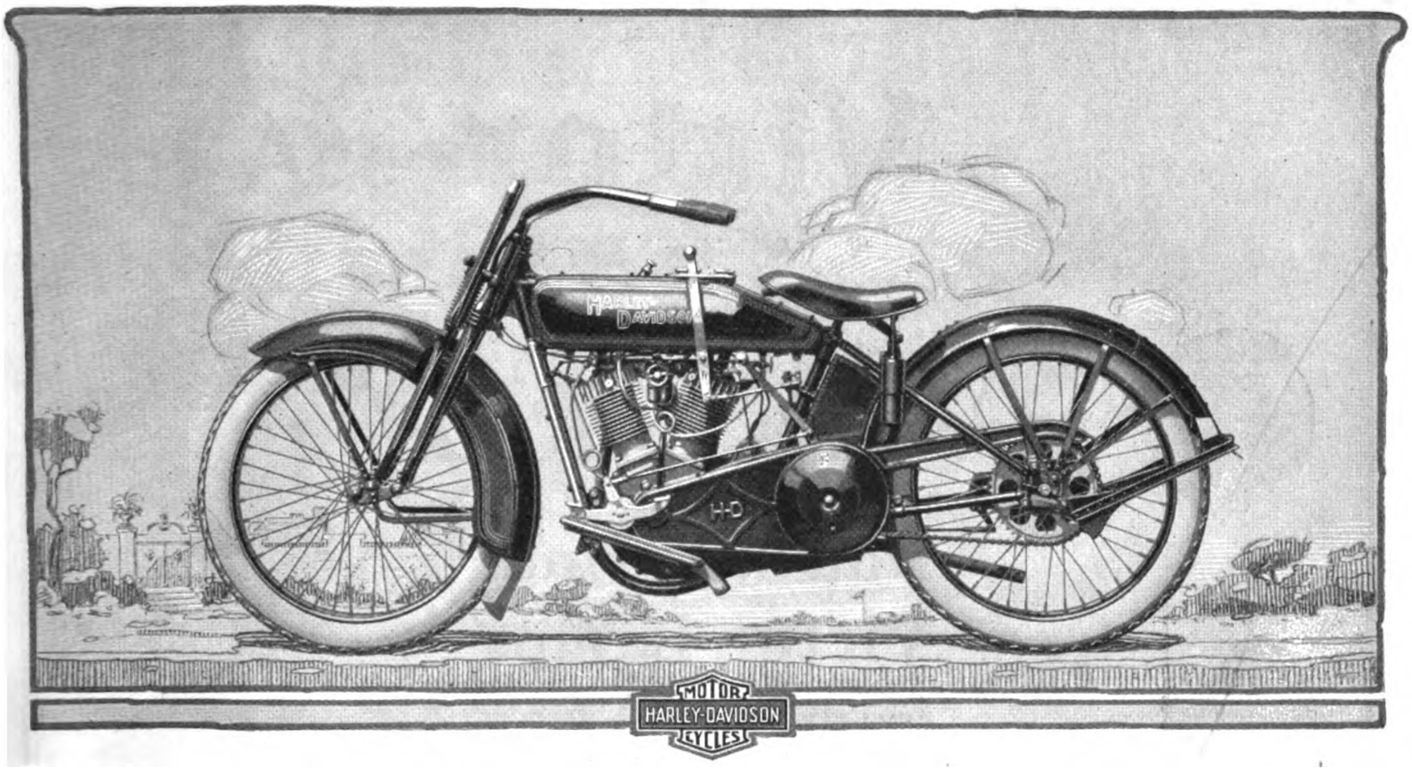
1 in. carburetor	**$11.00**
1¼ in. carburetor	**12.00**

CARTER GB-1
ST LOUIS USA

SPEED!
When you want it
POWER!
When you need it
GAS ECONOMY!
All the time

The Carter Carburetor

100% Motor Tested



$285

at factory

See your local Harley-Davidson dealer and let him show you the Greater-Value 1923 Harley-Davidson Motorcycles and Sidecars with the 10 big new improvements at the new reduced prices.

Motorcycle good times for riders and dealers are here right now—today!

For instance: Compare the 1923 New World's Champion 61F magneto-ignition twin at $285 with the 1913 Harley-Davidson twin at $285—also a value-champion in its day. The 1913 Harley-Davidson had no 3-speed transmission, no step-starter, no foot boards, no mechanical positive lubrication, no front fork auxiliary buffer springs, no rear chain guard, no hinged rear mudguard, and its motor only developed 7-8 horse power.

Consider, too, the 1923 dollar is more easily and quickly earned than the 1913 dollar.

Nineteen years' motorcycle manufacturing experience, and Harley-Davidson engineering ability, production resources, financial stability, nation-wide sales, and prestige, developed by years of national advertising—make possible a quality motorcycle such as this New World's Champion at the low price of $285.

Harley-Davidson Motor Company, Milwaukee, Wisconsin

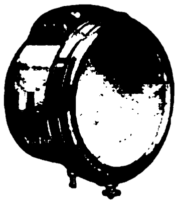
World's Largest Builders of Motorcycles and Sidecars

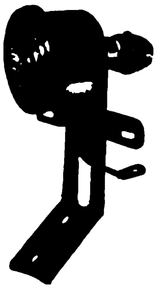
1923 HARLEY-DAVIDSON
The New World's Champion

Victor

TRADE MARK

LAMPS





On Every Road

—you will find Victor Lamps leading the way

¶ At Rochester you noted how many motorcycles were equipped with these head-lamps and tail-lights.

¶ And wherever you go—whether in the East or West, North or South—you can't help but see Victor Lamp equipment.

¶ This universal acceptance is just the result of effectiveness and reliability. We build Victor Lamps for service. We build quality into every one. For these reasons you see them everywhere.

¶ Victor Lamps are appreciated by those riders who insist on having the best. And good dealers stock them for the same reason.

THE CORCORAN-VICTOR COMPANY

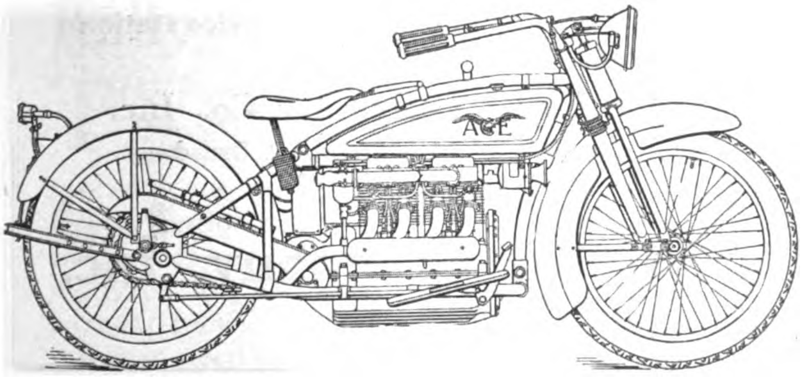
710 Reading Road Cincinnati, Ohio

THE jubilant enthusiasm of Ace dealers who attended the Rochester Rally was a significant feature of the big gathering.

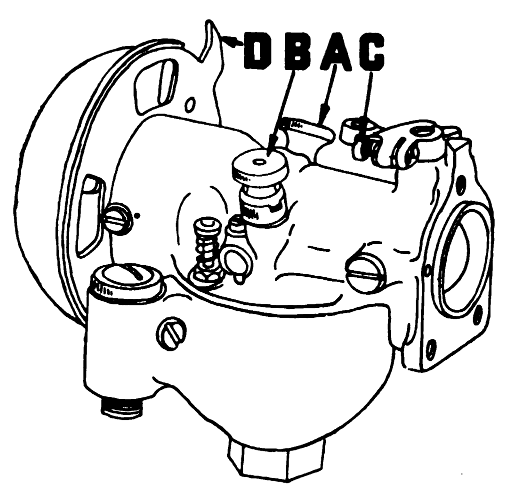
ACE
4
Electric
$335
f. o. b. factory
plus tax
1923

They brought reports of sales promptly closed, fresh interest aroused, new prospects lined up since the Ace 1923 announcement.

They had found that perfected four-cylinder power at the new sales creating price really does bring business—that optimism is confirmed by good, hard profit. And they know that the wonderful service enjoyed by Ace owners is a sure guarantee of permanence of the business that Ace value attracts so infallibly.



Now is the time to get territory for 1923. Take no chance on the opportunity getting past before you act—write or wire today for details of the new Ace sales proposition.—Ace Motor Corporation, 2201 E. Erie Ave., Philadelphia, Penn.

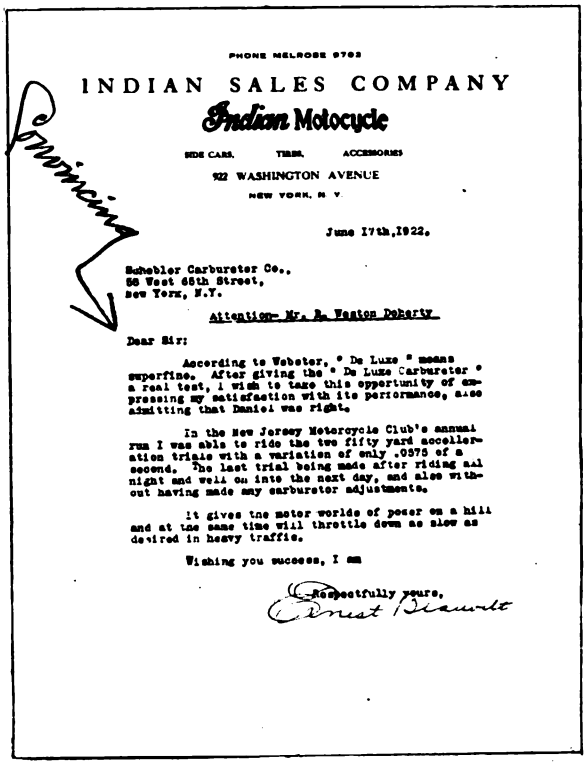


WHEELER— SCHEBLER DE LUXE	High Speed Knurl Low Speed Knurl	Throttle Stop Screw Air Choke

Here's Convincing Proof

MR. DEALER:—

Here's a letter we received the other day from an influential man in the motorcycle business. Suppose you found out, like Mr. Blauvelt, what phenomenal results are possible with the DE LUXE carburetor, would it mean anything to your business?



Convincing

PHONE MELROSE 9702

INDIAN SALES COMPANY

Indian Motocycle

SIDE CARS. TIRES. ACCESSORIES

922 WASHINGTON AVENUE

NEW YORK, N. Y.

June 17th,1922.

Schebler Carburetor Co.,
58 West 65th Street,
New York, N.Y.

Attention- Mr. B. Weston Doherty

Dear Sir:

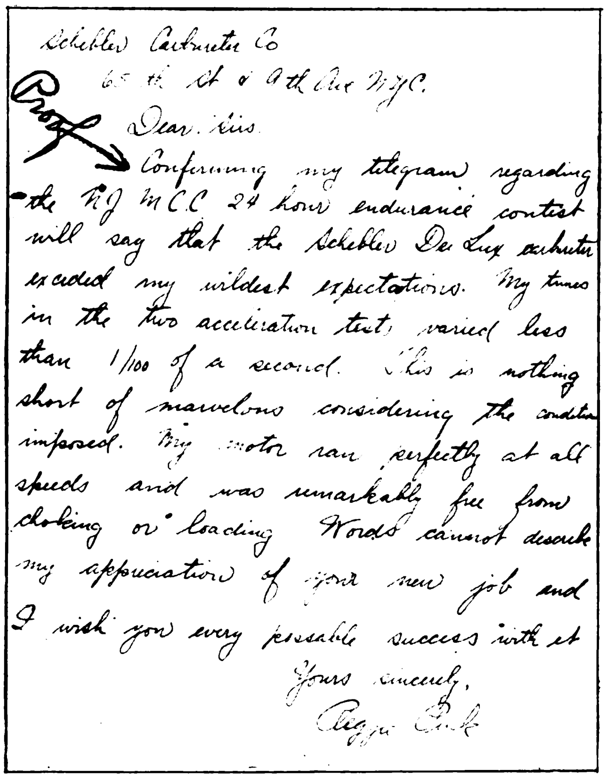
According to Webster, " De Luxe " means superfine. After giving the " De Luxe Carburetor " a real test, I wish to take this opportunity of expressing my satisfaction with its performance, also admitting that Daniel was right.

In the New Jersey Motorcycle Club's annual run I was able to ride the two fifty yard accelleration trials with a variation of only .0375 of a second. The last trial being made after riding all night and well on into the next day, and also without having made any carburetor adjustments.

It gives the motor worlds of power on a hill and at the same time will throttle down as slow as desired in heavy traffic.

Wishing you success, I am

Respectfully yours,
Ernest Blauvelt



Proof

Schebler Carburetor Co
65th St & 9th Ave N.Y.C.

Dear Sirs

Confirming my telegram regarding the N.J. M.C.C. 24 hour endurance contest will say that the Schebler De Lux carburetor exceeded my wildest expectations. My times in the two acceleration tests varied less than 1/100 of a second. This is nothing short of marvelous considering the conditions imposed. My motor ran perfectly at all speeds and was remarkably free from choking or loading. Words cannot describe my appreciation of your new job and I wish you every possible success with it

Yours sincerely,
Reggie Pink

MR. RIDER:—

Here's a letter from a practical, well-known rider, one who knows a motor and carburetor from A to Z. Suppose you found out it would do for your motor what it has done for Mr. Pink's, wouldn't you want one? **See your service station now. Prompt deliveries.**

Schebler Carburetor Co., Inc.
58-60 West 65th Street, at Broadway
NEW YORK

Wheeler Schebler Carburetor Company, Inc.

INDIANAPOLIS, U. S. A.

Everybody Had a Good Time

"Something Doing Every Minute" Was the National Rally Slogan — Music, Dancing, Games and Sports, Parades, Chicken Dinners and a Hill Climb filled the Hours from Breakfast to Midnight

SOMETHING doing every minute was the slogan of the first National Motorcycle Rally under the auspices of the Motorcycle and Allied Trades Association at Rochester, N. Y., last week. And then they went it one better by having a dozen different things going on most of the time. From early morning until midnight it was just one continual round of "something doing." If you didn't want to play baseball or pitch quoits you could play checkers or dance, or go in swimming, or run a foot race, or see a moving picture show, or listen to the band, or have your picture taken, or watch some one else do any or all of these things and a great many more.

One of the best things about the rally was the whole-souled way in which everyone present, from the presidents of the factories down to the newest novice rider, entered into the spirit of the occasion. There were no grouches present, no kickers or fault finders. If it rained they just laughed and ducked for the nearest building. If they got beaten in one game or contest they tried another or issued a challenge for a return match. Everyone was out for a good time and to help everyone else have one, and every one succeeded.

Much of the success of the rally was due to the complete and careful arrangements made by the two committees in charge, and right here we will give them the credit to which they are entitled. The general committee headed by A. B. Coffman, was composed of T. A. Miller, Ed Buffum, F. W. Schwinn, D. H. Wetzel, G. E. Atkins, E. J. Mueller and Max Sladkin, and the local committee headed by A. C. Rice was made up of G. R. Miner, F. B. Towner, Rolland Ash, F. L. Hunt and O. D. Stewart.

The rally wasn't supposed to start until Monday morning but as a matter of fact it was well under way on Sunday. Riders began to arrive before Sunday noon, and by night there were a hundred or more in the city. As the sleeping dormitories were not opened until Monday, rooms were found for those who did not bring camping equipment, and permission was given to the campers to pitch their tents in the park, though this was against the city ordinances. The city authorities, however, said they would waive the rule for such a distinguished crowd.

The first thing on the program was registration. Each registered rider was given a badge on which was printed his or her name and address, and told to "get acquainted." The badges were your introduction. You simply rubbered and said "How do you do, Mr. Smith, how did you find the roads from Tunerville?" and you were old friends.

Two sleeping dormitories were provided, one for the men and another for the women. The cots were numbered, and riders were given tags on which the corresponding numbers were printed. Blankets could be rented by those who did not bring their own. Having deposited your luggage on or under your cot your worries were over. Special officers were on guard night and day and no one bothered about locking things up. Not a single theft was reported at the exposition grounds.

"Class" Was Distinctive Feature of Rally

THE boys and girls who attended the Rochester rally did themselves proud. "We have never entertained a convention or gathering of any kind that has made a better impression than the Motorcycle Rally," declared the chief of police. "There has been no disorder of any kind, no reckless or noisy riding, and no disregard of the rights of others. We will be glad to have you come again."

The "class" of the rally was one of its most noticeable features. Neat riding costumes, polished machines and good manners were the almost universal rule. Anything to the contrary was so rare that the untidy and boisterous few were immediately conscious of the fact that they didn't fit in a company of ladies and gentlemen and they quickly changed their manners.

Rally Tourists Prove Reliability of Motorcycles

THAT motorcycles are remarkably reliable and dependable was well demonstrated by the experience of the riders who toured to the Rochester rally last week. With few exceptions the tourists were boasting that they never opened their tool kits, and the testimony of the Rochester dealers who had prepared to render service to tourists finding themselves in need of it bears out the boasts of the riders. Repair shops drew no tourist business.

This should allay the nervousness of inexperienced riders who would like to make a trip of more than one day but are afraid "something might happen." As a matter of fact, the present-day motorcycle is about as near trouble proof as a piece of machinery can be. No rider need hesitate to start out on a tour of a week or a month, or longer. A tour is just one day's ride added to another, and no one hesitates to start out for a day.

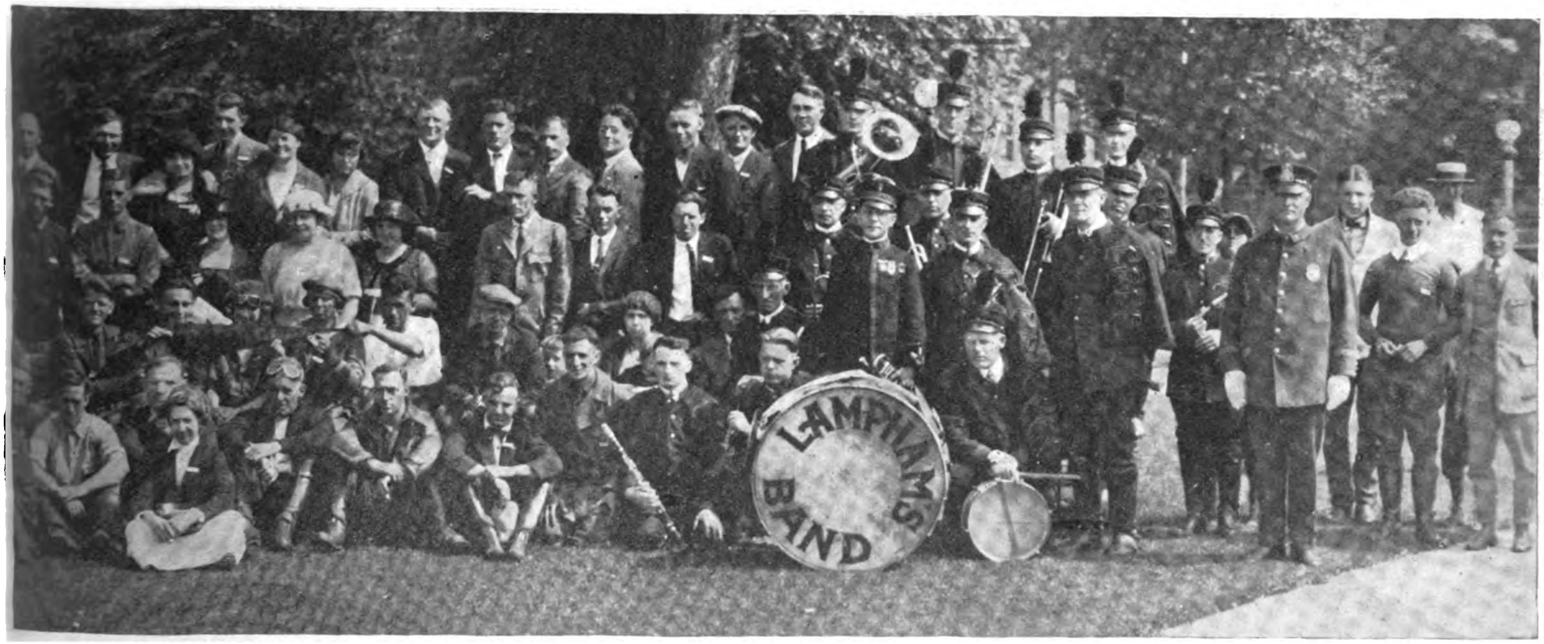
Monday afternoon there was a band concert by the jazziest kind of a jazz band, clad in brilliant uniforms, and another in the evening with dancing for those who wished. There were plenty of pretty Rochester girls to go around for the boys who came alone. In the evening also there was a short parade to Assembly Hall where the city officials handed over the keys of th city and bade the motorcyclists welcome. A moving picture show followed.

A PANORAMA PORTRAIT OF SOME OF THE RIDERS,

Tuesday everyone was up early. Breakfast was served in the cafeteria at 7 A. M., but most of the riders were up long before that. Many who came from daylight-saving towns forgot that Rochester was on standard time and were up an hour too early. Then they insisted that everyone else get up. At 10 o'clock the parade was formed for a ride to Charlotte Beach on Lake Ontario, where water sports and volley ball on the sand were the attractions. Everybody was good and hungry when they got back to the exposition grounds. In the afternoon all kinds of sports were on the program, including ball games between the manufacturers and the dealers, and one for the ladies, in which a number of new rules were inaugurated, much to the confusion of the umpire who was the only man in the game and had to admit that the ladies were too much for him. He finally gave it up and suggested that they all go over and get into the clothespin race. At 6 o'clock a chicken dinner was served in the cafeteria with the compliments of the M. and A. T. A., and then came two band concerts, one in the assembly hall by the jazz band, and one from the pavilion outside by the City Band, the latter with the compliments of the City of Rochester. You could take your choice. Most of the rallyites alternated and enjoyed both. A vaudeville show, moving pictures and dancing were also staged in the assembly hall.

Wednesday morning most everybody was willing to sleep until the official rising hour. Sports and games of all kinds kept everyone busy until 2 o'clock when the big parade of the week was formed. Headed by the band in sidecars, it went down through the center of town and then out to Durand Eastman Park on the Lake where swimming and diving contests, running races in the water, water volley ball and other water games made them forget how sunburned they were getting until it came time to start for Newport House for dinner. From Newport House the next place was Sea Breeze, an amusement park where tickets for everything were at half price for anyone in a motorcycle suit. It was past midnight when most of them returned to the dormitories.

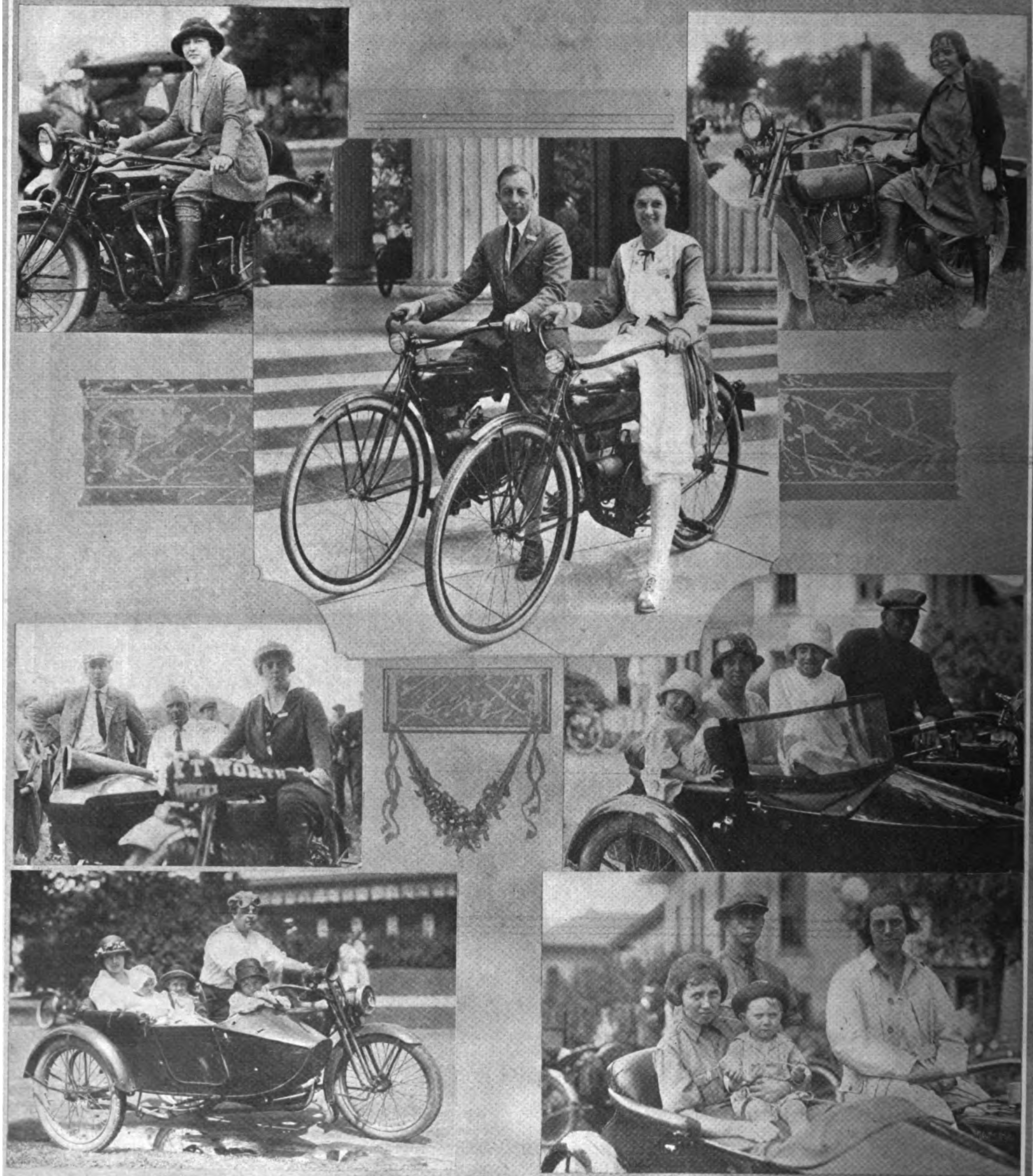
DEALERS AND FACTORY MEN AT THE ROCHESTER RALLY



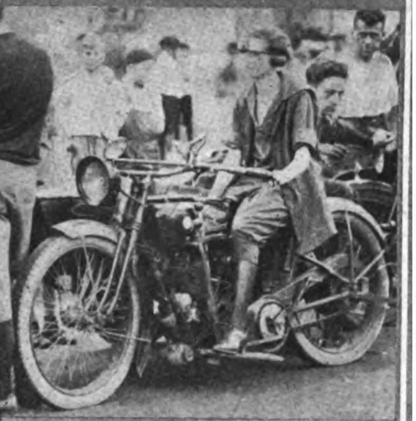
Thursday was Hill Climb day. The parade was scheduled to start for the Pyramids of Egypt at 11:15, but a good many couldn't wait that long, and started earlier. The road was thronged with heavyweights, lightweights, sidecars and tandems from 10 o'clock on, for everyone who had a machine or could borrow one or could squeeze into someone else's sidecar went. It didn't rain in Rachester, but it did rain in Egypt, good and plenty, too, but the wetting didn't seem to bother any one very much. What they were interested in was whether or not it would stop in time to hold the climb. It did, but caused a delay of an hour in the start, which made the finish so late that the evening program of music and dancing at the exposition grounds was rather poorly attended.

Friday they broke camp and everybody started for home to tell the folks who didn't come what they missed and to begin to make plans to be on hand early and stay late next year.

EVERY DAY WAS LADIES' DAY



AT THE ROCHESTER RALLY



CHICAGO
Booster
MOTOR
CYCLE
INDIANAP
PITTSBURGH
CUMBERLA

TRADE MEN WHO PAUSED BEFORE THE RALLY CAMERA MAN

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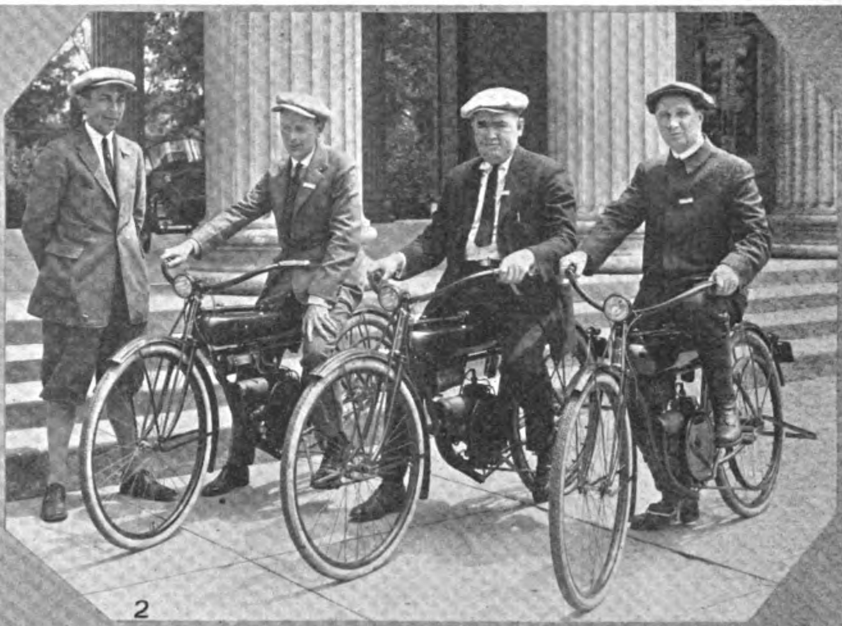
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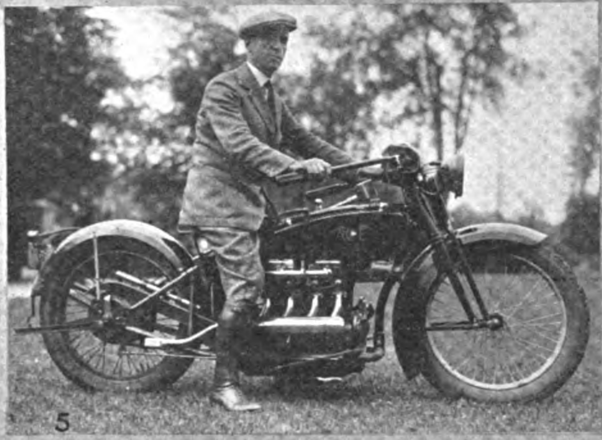
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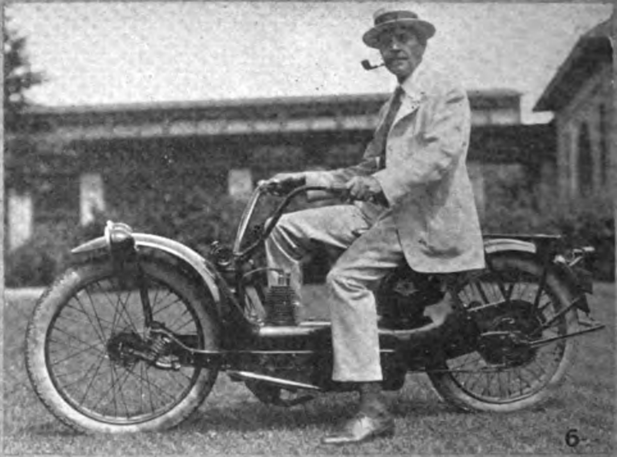
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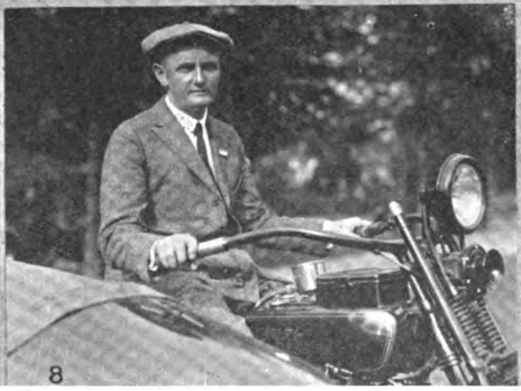
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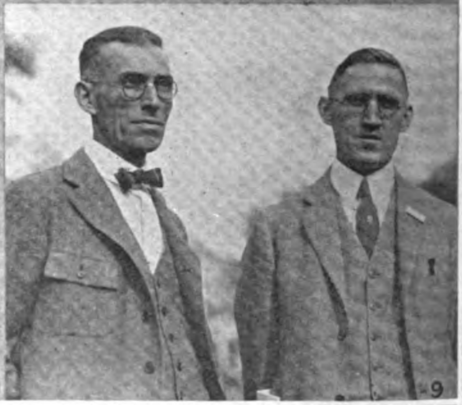
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No. 1—Gid Haynes, sales manager for the Excelsior Motor Mfg. & Supply Co.

No. 2—Gus Rice, sales manager for the Cyclemotor Corp., lines up a squad of Evans Power Cycle riders. Left to right, A. C. Rice, Henry Bush, sales manager for the Eclipse Machine Co.; H. P. Fanning and "ye editor."

No. 3—Chairman A. B. Coffman of the M. and A. T. A. Competition Committee who was in charge of the general arrangements for the rally.

No. 4—Frank J. Weschler, general manager Hendee Mfg. Co.

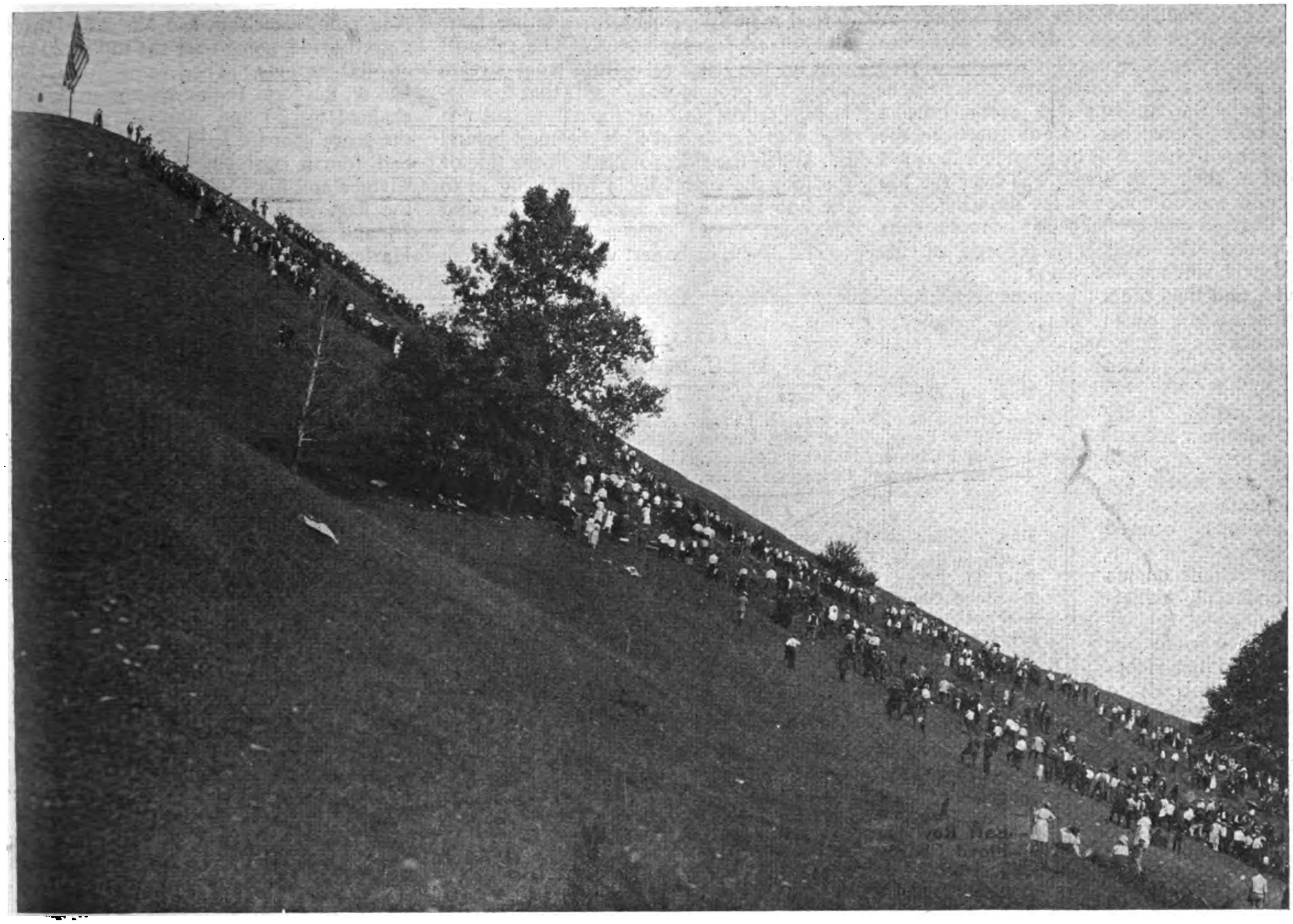
No. 5—W. G. Henderson, chief engineer of the Ace, who toured from Philadelphia.

No. 6—E. K. Gordon, vice-president and sales manager, Neracar Corporation. Note the pipe and the business suit, regular equipment for the Neracar.

No. 7—George C. Williams, Ed. Buffum, W. H. Parsons, Frank Meyers.

No. 8—Walter Davidson, president, Harley-Davidson Motor Co., who toured from Milwaukee.

No. 9—Joe Merkel, engineer, and D. G. Anderson, general manager, Cyclemotor Corp.



The Pyramid at Egypt, New York, where the National Hill Climb was staged

Orrie Steele National Hill Climb Champ.

Paterson, N. J., Rider Makes Clean Sweep of All Events on the Program at Rochester Rally, Defeating the Stars from All Parts of the Country

RIDING straight as an arrow, throwing a cloud of mud, sand and gravel high in the air behind him, Orrie Steele, Paterson, N. J., roared up Keck's Pyramid at Egypt, N. Y., on his 74 cu. in. Indian, late last Thursday afternoon and clinched his title to the M. and A. T. A. National Hill Climb Championship, by winning the free-for-all event and making the fastest time of the day. He made a thorough job while he was at it, beginning with the 37-cu. in. expert class which he won on an Indian Scout, taking only two of his three trials to do it, waiving his third trial, as none of the others had equalled the mark he set the second time he went up.

He followed by going over the top with his 61-cu. in. Indian, the first time up in the 61-cu. in. expert class, and setting a mark of 16 and 306/400 seconds for the others to shoot at. None of them could hit it. On his second trial he slowed down to 17 and 77/400 seconds and even that was not equalled by any of the others. He waived the third trial.

NATIONAL STARS COMPETED

THE contest was truly national in character. Earl Roylance of San Francisco, represented the Pacific Coast, Floyd Clymer of Denver represented the Rocky Mountain section. Oscar Lenz of Lansing, Mich., Leo Herrick of Rochester, Minn., Paul Anderson of Chicago and Maldwyn Jones of Lebanon, Ohio, represented the Middle West, and the East was represented by Orrie Steele of Paterson, N. J., J. H. Tracy, T. N. T. Terpening and Reggie Pink, of New York City, John Ubelacker and George DeKoker of Rochester, N. Y., F. J. Forrie of Port Jervis, N. Y., Kendall Sanders of Worcester, Mass., Willie Lang of Waterbury, Mass., Eugene Ross of Troy, N. Y., and Ollie Barbour of Bridgeport, Conn.

Then came the 80-cu. in. free-for-all and it looked for a time as though no one would equal the time of the 61 event. On his first two trials Steele failed to reach the top, and turned a back somersault the second time up, though the hill had been topped by others several times during the event. On his third trial he pushed his machine up to the starting line with a "do or die" look in his eye and the crowd in the pits got set for something exciting. The course by this time was a plowed up mess of criss-cross ruts and holes. From the foot of the hill it didn't seem possible for anyone to get over, or if he did, to make any time.

"Are you ready?" asked Starter George T. Briggs.

Steele nodded and the flag dropped. A shower of soft black mud shot back into the faces of the eager partisans of the contestants who had in their excitement forgotten what happened every time a climber opened her up and threw in the clutch. Before most of them had the mud out of their eyes Steele was over the top and it was all done but the shouting.

Fifteen and 262/400 seconds, announced the officials in charge of the electric timing device and then there was some real shouting. As Steele came back down the hill he was grabbed by the enthusiastic Indians and given a ride to the pits where opponents as well as partisans offered their hearty congratulations on his wonderful exhibition.

THE SCORE

37 CU. IN. EXPERT

Pos.	Rider	Residence	Machine	1st Trial	2nd Trial	3rd Trial
1	Orrie Steele	Paterson, N. J.	Ind.	290 ft.	370 ft.	waived
2	Willie Lang	Waterburg, Conn.	H.-D.	362 ft. 9 in.	342 ft. 3 in.	362 ft. 4 in.
3	Floyd Clymer	Denver, Colo.	Ind	349 ft.	358 ft. 3 in.	360 ft.
4	Paul Anderson	Chicago	Ex.	356 ft. 9 in.	342 ft. 3 in.	349 ft.

61 CU. IN. EXPERT

Pos.	Rider	Residence	Machine	1st Trial	2nd Trial	3rd Trial
1	Orrie Steele	Paterson, N. J.	Ind.	16 306-400	17 77-400	waived
2	J. H. Tracy	New York	Ex.	failed	failed	18 28-400
3	Floyd Clymer	Denver, Colo.	Ind.	18 59-400	failed	failed
4	Paul Anderson	Chicago	Ex.	20 36-400	21 158-400	failed
5	John Ubelacker	Rochester, N. Y.	Ind.	20 39-400	26 372-400	failed
6	Art Ross	Troy, N. Y	Ind.	failed	failed	21 103-400
7	Earl Roylance	San Francisco	H.D.	failed	23 374-400	failed
8	T. N. T. Terpening	New York	H.D.	failed	failed	28 172-400

80 CU. IN. FREE-FOR-ALL

Pos.	Rider	Residence	Machine	1st Trial	2nd Trial	3rd Trial
1	Orrie Steele	Paterson, N. J.	Ind.	failed	failed	15 262-400
2	Oscar Lenz	Lansing, Mich.	H.D.	failed	19 53-400	17 128-400
3	Paul Anderson	Chicago	Ex.	18 152-400	failed	failed
4	Earl Roylance	San Francisco	H.D.	19 346-400	18 383-400	19 85-400
5	Floyd Clymer	Denver	Ind.	20 231-400	20 257-400	failed
6	J. H. Tracy	New York	Ex.	failed	failed	22 381-400

Time was recorded in seconds and four hundreths of a second.

There were one or two other riders who had trials to make but none succeeded in getting over the top. Steele's spectacular finish practically ended the day.

As only nine of the seventeen riders who were entered in the three events succeeded in getting over the top at all, some idea of what they were up against may be realized, for everyone of the seventeen was above the average in riding ability.

The factories may not be backing competition as heavily as they were last year, but no one can doubt that there was plenty of factory support and factory backing for the national hill climb. Every camp was out to win and each did their best.

Steele is entitled to all the glory that can be claimed for him. He won the national championship in competition with the best riders and the best machines that could be brought against him.

But those who were defeated need offer no apologies. They gave Steel a good run for his honors. The hill was a sockdologer, and the conditions were as difficult as it was possible for Mother Nature and the weather man to make them. The grade was about one foot rise to two in distance. The official distance, measured just before the start was 482 feet. The surface was sand and gravel, lightly sodded, but the sod was soon gone and deep ruts, going every which way across the course, made it more like a plowed field than anything else. It had rained every day for a week, and a heavy shower an hour before the time set for the start forced a postponement for another hour and left the ground soft. The take-off was on the bank of a little trout stream where the ground was so soft that the moment the rear wheel started to turn it began to dig in and kick the mud behind it. When the riders stalled, up the side of the hill, the rear wheels would dig in to the hub before the motor could be shut off.

The 37-cu. in. expert was the first event on the cards. There were only four entries, Orrie Steele, of Paterson, N. J.; William Lang of Waterbury, Conn.; Floyd Clymer of Denver; and Paul Anderson of Chicago. Steel and Clymer rode Indian Scouts, Lang rode a Harley-Davidson Sport and Anderson rode a single-cylinder Excelsior, made by taking one of the cylinders off of a twin. Lang, who was lightweight, wore a lead belt weighing twenty pounds to bring him up to the M. and A. T. A. standard. He rode first and set a mark of 362 ft. 9 ins. No one equalled this on the first trial. Paul Anderson came closest to it with 356 ft. 3 ins. On the second trial Steele, who had only made 290 ft. the first time, took his Scout up 370 ft. No one exceeded it. On the third trial Lang, Clymer and Anderson all rode before Steel and as none of them reached the distance set by him in his second trial, he was awarded first place without making a third trial. Lang's 362 ft. 9 ins., made in the first trial. got him second place, and Clymer got third with 360 ft. flat made in his third trial. As there were only four riders in this event the course was not so very badly cut up when the 61 class was called.

In the draw for starting position, T. N. T. Terpening, Harley-Davidson, was the lucky No. 1., but his luck ended right there. He only got half way up. Paul Anderson, Excelsior, had No. 2 and made a pretty ride, going over the top in 20 and 36/400 seconds. Then came John Ubelacker, the local Indian champion, and he chalked up 20 and 396/400 seconds on the score board. J. H. Tracy, Excelsior, had fourth trial but failed to get over. Clymer and his Indian were fifth to face the flag. He brought the time down to 18 and 59/400 seconds. Oscar Lenz, Harley-Davidson, was sixth but couldn't go over. Art Ross, Indian; Leo Herrick, Harley-Davidson; and Earl Roylance, Harley-Davidson, had the same luck.

Steele, who had drawn last position, and therefore had a badly rutted course to negotiate, went straight up, and the timer clicked off 16 and 306/400 seconds. On his second trial he slowed down to 17 and 77/400 seconds and he waived his third trial as no one had exceeded the time of his first.

The contest for second place was between Floyd Clymer and J. H. Tracy, but they didn't know it until Tracy had taken his third trial. On his second he failed to get over the top but the third time up he stopped the timer at 18 and 28/400 of a second. Clymer had failed to go over on his second trial and he set out to beat Tracy's record on the third but got half way up the hill and stopped. The gas was shut off. Clymer says he turned it on a minute before he was called to start and that some pit man probably turned it off thinking Clymer had forgotten to do so himself after his previous trial. The difference between Tracy and Clymer was only 31/400 of a second, which may be considered fairly close riding.

Anderson and Ubelacker both got over the top in their second trials but the time was slow. Roylance also went over the second time up. Ross and Terpening, both of whom failed to get over on the first two trials, each made it on their third, but were too slow to be in the first division.

Ross entertained the crowd with a somersault on his second trial, and Ubelacker on his third trial lost control of his machine and it ran away from him, leaving him on the side of the hill. Oscar Lenz ran afoul of an old root that was buried near the start and ran into the wire fence built to keep the crowd back. No damage. By this time the course was a wreck.

Predictions were free that no one would get over in the 80-cu. in. event, despite the greater power of the motors. The judges were instructed to measure the distance of the first riders until some one had gone over the top. Tracy drew first position, but stopped at 383 ft. Sanders was second man up and only got 365 ft. Ross was third and did a little better, going up 429 ft. Forrie set the mark at 431 ft. Herrick was disqualified for riding off the course. Ubelacker stopped part way up and Barber went off the course.

Anderson and his Excelsior were the first over the top. He set the mark at 18 and 152/400 seconds. This stood almost until the finish when it was beaten twice in quick succession. After Anderson came Roylance, who also went over the top, but not so fast, his time being 19 and 346/400 seconds.

Roylance, by the way, was the only rider to top the hill all three times in the 80-in. event, and the only rider to top it more than twice in any event, and he is entitled to a lot of credit for making a great showing. The time on his second trial was 18 and 383/400 seconds and on his third 19 and 85/400 seconds. He got fourth place. After Roylance came Steele but he only got half way up. Clymer followed and went over the top in 20 and 231/400 seconds.

Then came Reggie Pink and his Reading Standard. Pink was not entered in either of the preceding events, and it was his first attempt at the hill. It certainly was a tough proposition to go up against. He held her wide open and rode straight but landed in the softest part of the hill about half way up and dug in deep. After this trial he changed gears but on the next two trials had about the same luck. Lenz had no objection to No. 13 and started in that place. Even when he didn't get over the first trial he hung on to his smile and the second time went over the top in 19 and 53/400 seconds and on his third trial he cut it down to 17 and 128/400 seconds which was a second and 24/400 better than Anderson's mark at which they were all shooting. Tracy flivvered on his second trial but got over on the third, but it was slow, 22 and 381/400 seconds. Steele gave the crowd a thrill in his second trial by turning a back somersault, and then went out in the third trial and rode like a bullet, straight to the top in 15 and 262/400 seconds, the fastest time of the day. And that ended the sport.

As had been agreed before the contest started, the winning machines were measured, and the officials certified that all motors were within the displacement limits.

Equipment

Steele rode an Indian Scout in the 37-in. class, an Indian 61 in the 61-in. expert and an Indian 74 in the free-for-all. His equipment was Carter carburetor, Firestone tires, Duckworth chain, Bosch magneto and Bethlehem spark plugs on all three machines.

NINE GO OVER THE TOP

ONLY nine of the seventeen riders who entered in the different events of the National Hill Climb succeeded in going over the top of the hill, and of these Earl Roylance, of San Francisco, and who failed to land in the money, got over four times, beating all other contestants in the number of times he topped the hill. His trouble was lack of speed, and this was partly accounted for by the fact that he lost time weaving back and forth across the course. He had the power in his motor but lacked either skill or muscular power to hold it to a straight course. Most of the others had the same trouble. Orie Steele who went over three times, and made the fastest time in both the 61 and 80 cu. in. events, and the greatest distance in the 37 in. event, won because he had a combination of power and speed in the motors he used, coupled with a wonderful ability to ride straight, regardless of the condition of the course, as was demonstrated by his remarkable time on his last trial in the 80 cu. in. event, which was made almost at the end of the day when the course was in the worst possible condition. He went up straight as an arrow, across ruts and through the loose sand. Floyd Clymer also got over the top three times but not so straight and not so fast. John Ubelacher, the Rochester champion, J. H. Tracy of New York, and Oscar Lenz of Lansing, Michigan, each went over twice, and Art Ross of Troy, N. Y., and T. N. T. Terpening of New York got over once each.

Officials

E. B. Holton acted as referee, with Frank Snook as assistant. Carl Bush was clerk of the course; George Briggs, starter; W. H. Parsons, G. E. Atkins and T. J. Sullivan, judges. The timing was done by the electric timer owned by the New Jersey Motorcycle Club, which worked perfectly.

HILL CLIMB NOTES

SCORE KEEPER ELMER K. SMITH was perched on top of an automobile truck with a blackboard propped up behind him. They stationed the truck just back of the starting line so as to give the score keeper a good view of the course, but they overlooked the mud throwing possibilities of those rear wheels. When they started they looked like immense pin wheels with mud flying from the rims. The first man to start splattered Smith and his scoreboard with black mud. After that he held up an umbrella for a shield until the riders were out of range.

* * *

A long-legged spectator started from somewhere near the top of the hill to run down. His stride became longer and longer and he couldn't put on the brakes. Seven league boots were nowhere with him. Lukily it was marshy at the bottom and he went kerplunk face down into it. The only damage was to his feelings.

* * *

The carburetor men were busy tuning up and adjusting the fuel mixers, for carburetors are important things in a hill climb. C. E. Burg, of New York, Eastern representative and V. J. Lowenstein, of St. Louis, who looks after the Middle West, were on hand for the Carter. George Von Staden, of Indianapolis, wore the overalls for the Wheeler-Schebler. Sales Manager George T. Briggs did the jollying. They make a good team.

* * *

Rolland Ash was very much in demand on the starting line. Those powerful motors have a lot of compression and they turn over hard. Ash weighs about 200 and his weight was very handy when it came to kicking them over.

* * *

Art Rochow is entitled to a vote of thanks for the thorough manner in which all of the details for handling the crowd were worked out. Despite the fact that there were thousands of automobiles and motorcycles to care for in the parking spaces, there was no confusion.

* * *

The contestants established camps at the foot of the hill, put up tents and stayed on the grounds for several days in advance of the climb. About the only difference from the usual preparations for a factory supported race meet was the substitution of a hill for a race track. Outside of that it looked pretty familiar. Carburetor and tire men were on the job and the factory boosters and service men were much in evidence.

* * *

There were plenty of volunteers who wanted to help in the pits, for the sake of getting close up. Some were really useful but most of them were a nuisance and could have been far more helpful if they had kept out from under foot. Some day we will see the necessity of throwing them out if they won't go when requested and after that things will be pleasanter in the pits.

* * *

Bill Porter came over from Toronto with a single-cylinder English Triumph machine, which he wanted to enter but as it was overhead valve construction and overheads are barred from American hill climb competition he was barred. He was offered a chance to make an exhibition climb but refused. Previous to the contest he made some pretty climbs on adjoining hills.

* * *

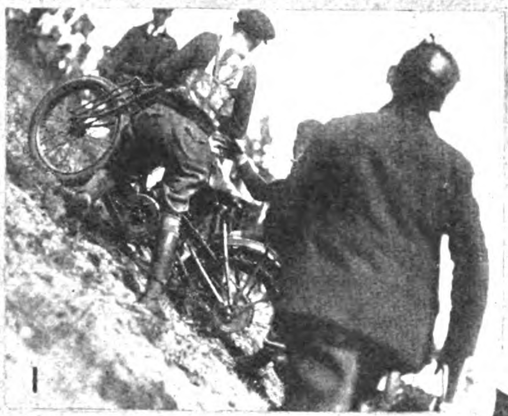
C. E. Burg, who was on hand to see that Carter carburetors made a good showing, was particularly pleased with the results of the climb. Carter got first and third place in the 37-cu. in. event; first, second, fourth and sixth in the 61-cu. in. event; first, second, fourth and fifth in the 80-cu. in. event and was used by two of the four contestants in the 37-cu. in. class, ten of the twelve in the 61-in. class and twelve of the sixteen in the 80-in. class. Seven of the nine who topped the hill used Carter. Burg says he thinks it was a good day's work.

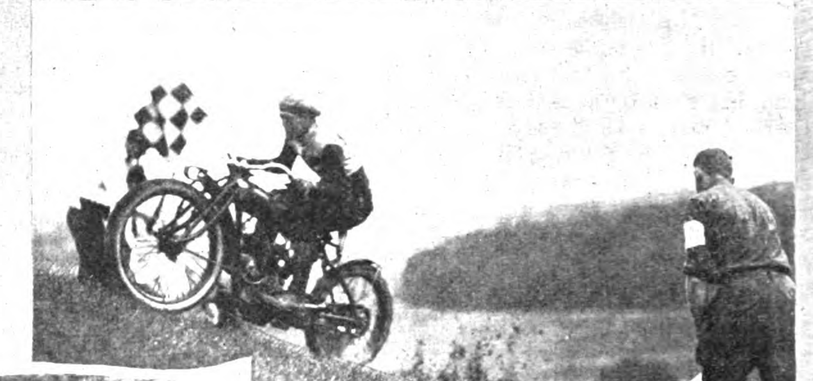
* * *

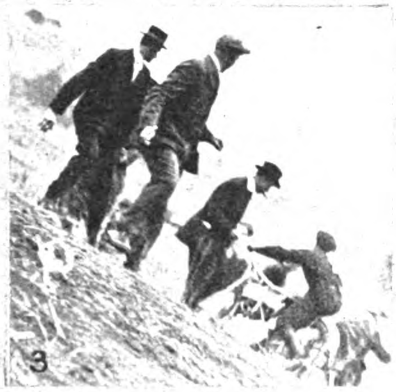
If anyone has any doubts about the quality of the material and workmanship put into a motorcycle, he should see one of these hill climbs. It takes a wonderfully fine piece of machinery to stand the strains that are put upon the hill climbing machines. Tossed into the air, turning back somersaults, starting with a jerk from a standstill with full power on, are only a few of the tests they must withstand.

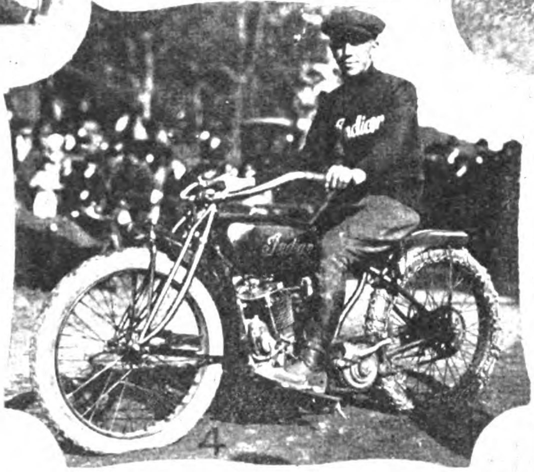
* * *

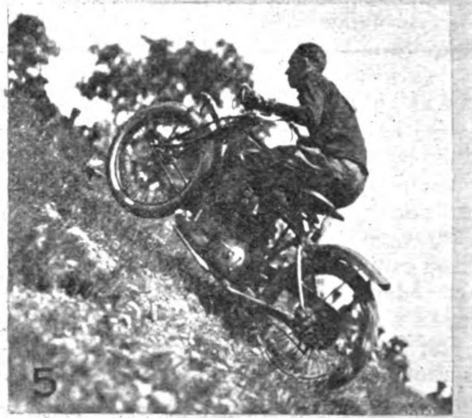
A lot of hard work was done in the pits. These boys didn't see much of the climb, but they had a lot to do with its success. Among those in the Indian pits were Gus Bly, Ted Buck, Carl Moodig, Jim Taylor and "Oby" O'Brien. Besides all his other hard work, Art Rochow was on hand to help out in the Harley-Davidson pits; also Joe Ryan, W. L. Dolph, Daniel Wagner, Allan Hascall and a number of others. Arthur Lemon, Irving Barnard, Fred Arnold and others were busy in the Excelsior pits. Reggie Pink did his own work on his R.-S.

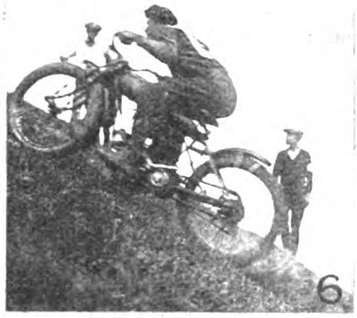


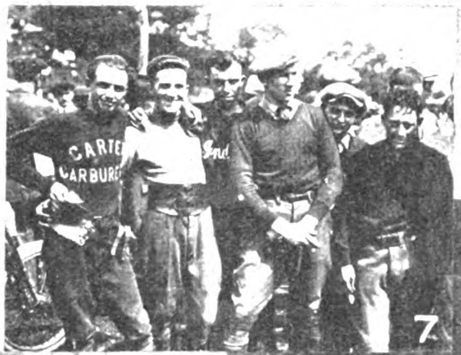


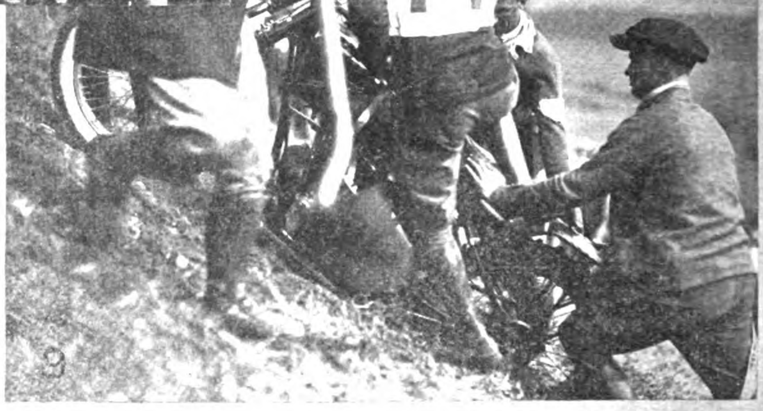












No. 1—Willie Lang and his lead belt.

No. 2—Floyd Clymer going over the top.

No. 3—Earl Roylance in action.

No. 4—Orrie Steele, the National Champion in repose.

No. 5—Orrie Steele in action.

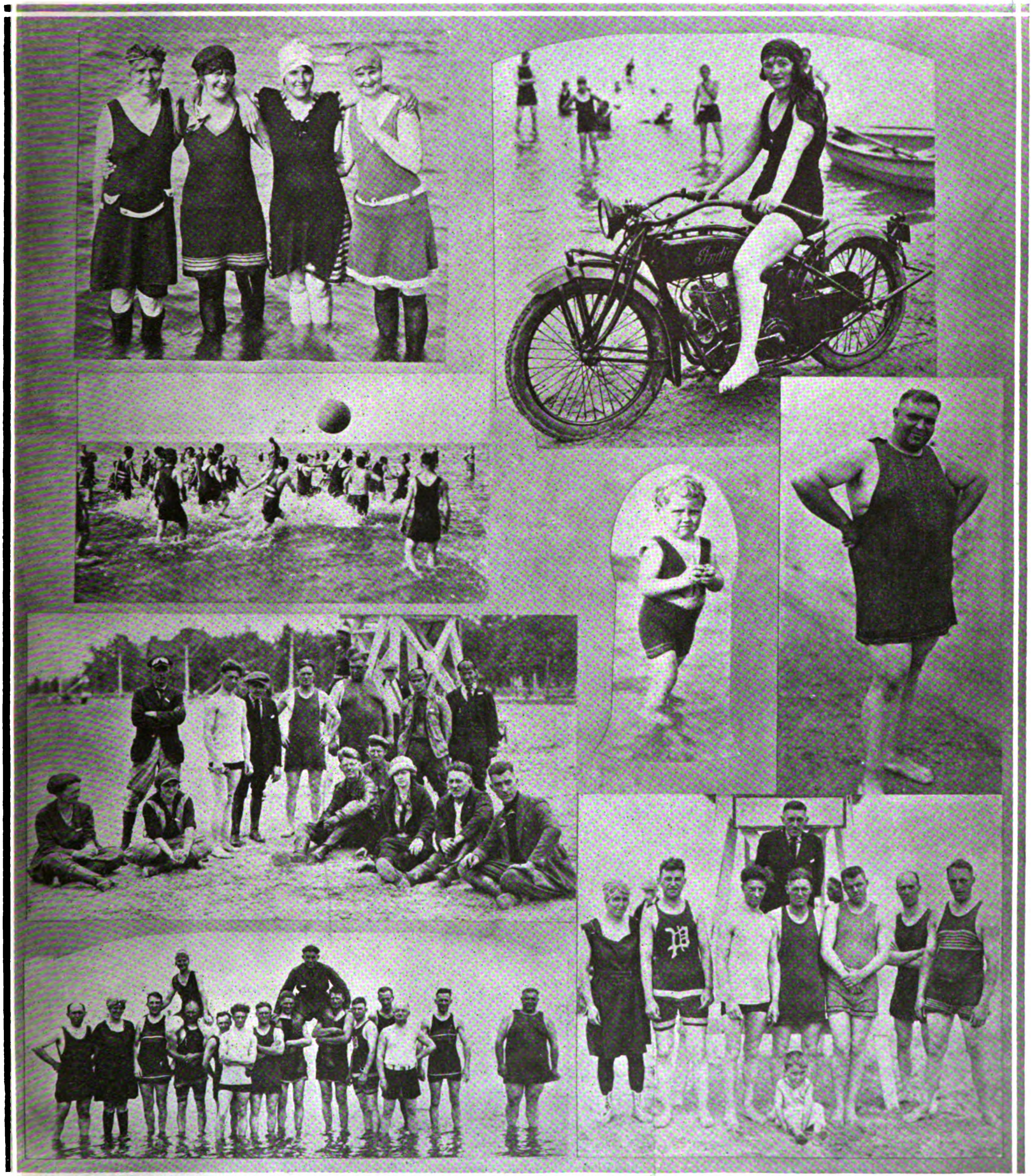
No. 6—John Ubelacker, Rochester champion.

No. 7—Left to right, O. Barbour, T. N. T. Terpening, J. H. Tracy, Paul Anderson, Maldwyn Jones.

No. 8—At work in the Indian pits.

No. 9—Digging out Paul Anderson after he dug in.

Plenty of Sport at the Rochester Rally



THE sports program for the national rally was under the direction of Elmer K. Smith, an experienced manager of such affairs, whose services were made available through the courtesy of the Rochester playground authorities. He had several able assistants and they saw to it that there wasn't a dull moment. There was something for everyone to do all the

There were many expert pie eaters and the pies were worth eating, too

The greased pig

time. Games and contests of all kinds, from checkers to baseball and swimming matches were on the program. The tourist who couldn't find amusement must have been both a mental and a physical cripple.

The winners got something more than glory out of it, too, for the M. and A. T. A. had purchased several hundred dollars' worth of merchandise orders which were honored by one of the big Rochester department stores. Winners could pick their own prizes and use the orders.

SOME OF THE PRIZE WINNERS

Motorcycle Polo—West vs. East; West won by a score of 3 to 1.

Volley Ball—West vs. East; West won by a score of 21 to 13.

Water Polo—West vs. East; East won by a score of 5 to 1.

Baseball—Manufacturers vs. Dealers; Manufacturers won by a score of 28 to 18.

Baseball—Pittsburgh vs. Pennsylvania; Pittsburgh won by a score of 20 to 19.

Solo motorcycle novelty race—C. H. Dunham, Detroit, first; Emilio Pereni, Phillipsburg, N. J., second; H. J. Geitsback, Schenectady, N. Y., third.

Mechanical contest — Chris Syamm, Newark, N. J., first; Francis Loeb, New York, second; George DeKoker, Rochester, N. Y., third.

Slow Race—Leo Tydor, Detroit, first; A. J. Hall, Cleveland, second.

Trick Riding—Vincent Mellen, Syracuse first.

Swimming, 100 yards, for men—Arthur Green, Chicago, first; William Coonradt, Newark, N. J., second; Roy Anderson, Rochester, N. Y., third.

Diving, for men—Archie Bently, Montreal, first; C. D. Todd, Rutherford, N. J., second; F. J. Hurck, St. Louis, third.

Shallow Water Running Race—Ralph Asker, Falconer, first; C. W. Pinnell, Richmond, Va., second; D. S. Sutherland, Rochester, N. Y., third.

Shallow Water Running Race, backwards—Roy Anderson, Rochester, first; J. E. Fuger, Montreal, second; George Evans, Montreal, third.

Swimming Race, for women—Mrs. Floyd Clymer, Denver, first; Louise Weschler, Erie, Pa., second; Lilian Barker, Rochester, third.

Shallow Water Running Race, for women—Mrs. Grace Evans, Montreal, first; Louise Weschler, Erie, Pa., second; Mrs. Edna McBride, Toronto, Can., third.

Shallow Water Race, backwards—Louise Weschler, Erie, Pa., first; Mrs. Edna McBride, Toronto, second; Mrs. James Lake, Jr., Brooklyn, N. Y., third.

Tilting contest for women—Miss Esther Stevens, Newark, N. J., first.

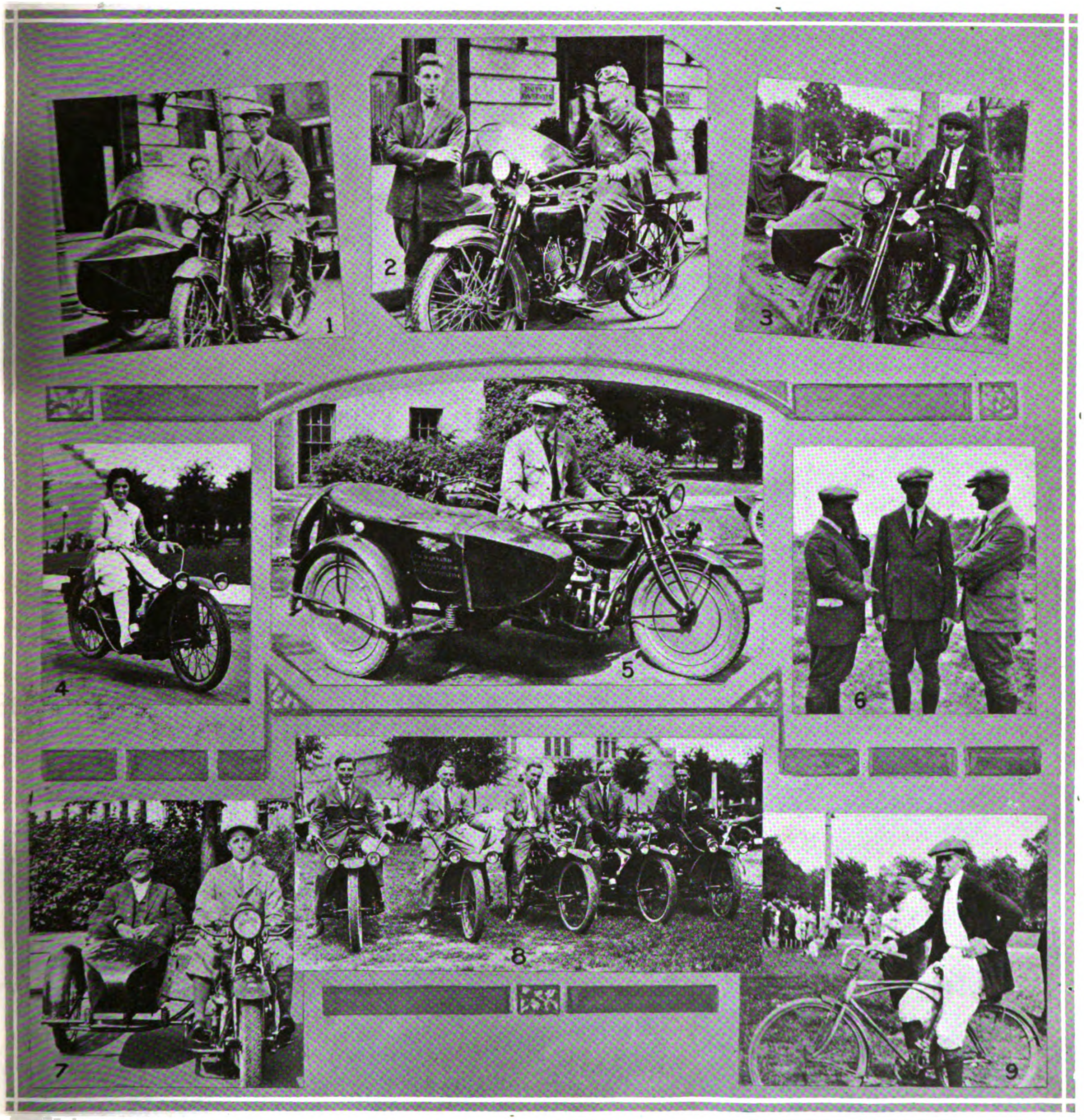
Clothespin Contest — Miss Esther Stevens, Newark, N. J., first.

Time Race—Mrs. Grover Ash, Rochester, N. Y., first.

R. B. Brown of Union, N. Y., winner of the long jump, 17 ft.

The ladies were reminded of the fashions of long ago by the sack race

TOURISTS WHO HELPED TO MAKE THE RALLY A SUCCESS



No. 1—A. R. Child, New Jersey and Eastern New York Harley-Davidson traveler.

No. 2—William F. Mesinger, of New York, the riding member of the H. & F. Mesinger Co.

No. 4—Mrs. Glenn Crandall tries out the Neracar.

No. 5—Irving Barnard, Eastern traveler for the Excelsior Motor Mfg. and Supply Co.

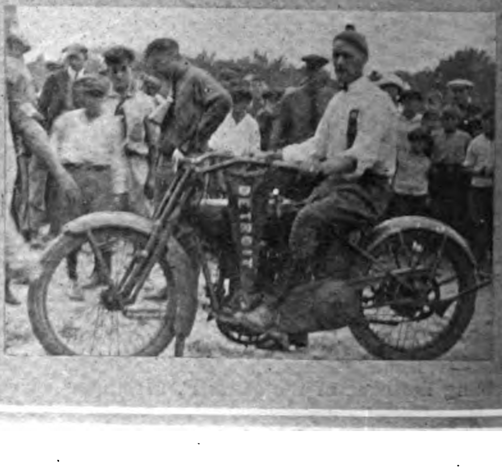
No. 6—Mort. Lantz and Carl Bush of Newark, N. J., and Sales Manager T. A. Miller of the Harley-Davidson Motor Co.

No. 7—Wesley G. Paulson, advertising manager for the Excelsior Motor Mfg. and Supply Co., who acted as Tour Master for the Chicago tour to the Flower City Rally.

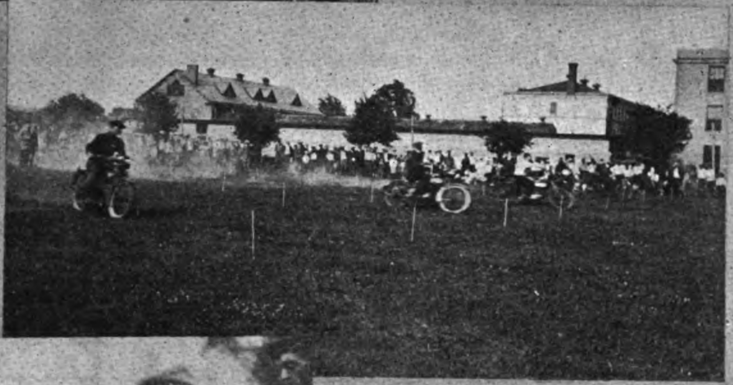
No. 8—A bunch of Neracar enthusiasts. Left to right, Alex. Morrison and "Skip" Kruger who toured through from Philadelphia, Vincent Mellen, Vice-president E. K. Gordon and Sol. Kulp, Reading, Pa., dealer.

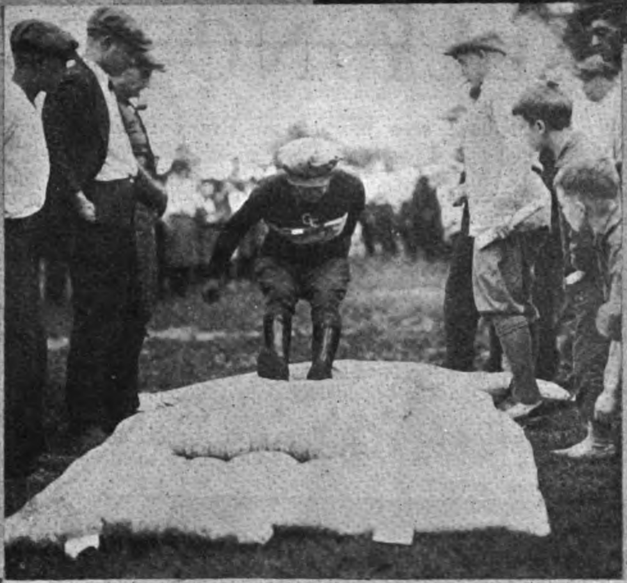
No. 9—Frank Snook and his white pants draped over a bicycle.

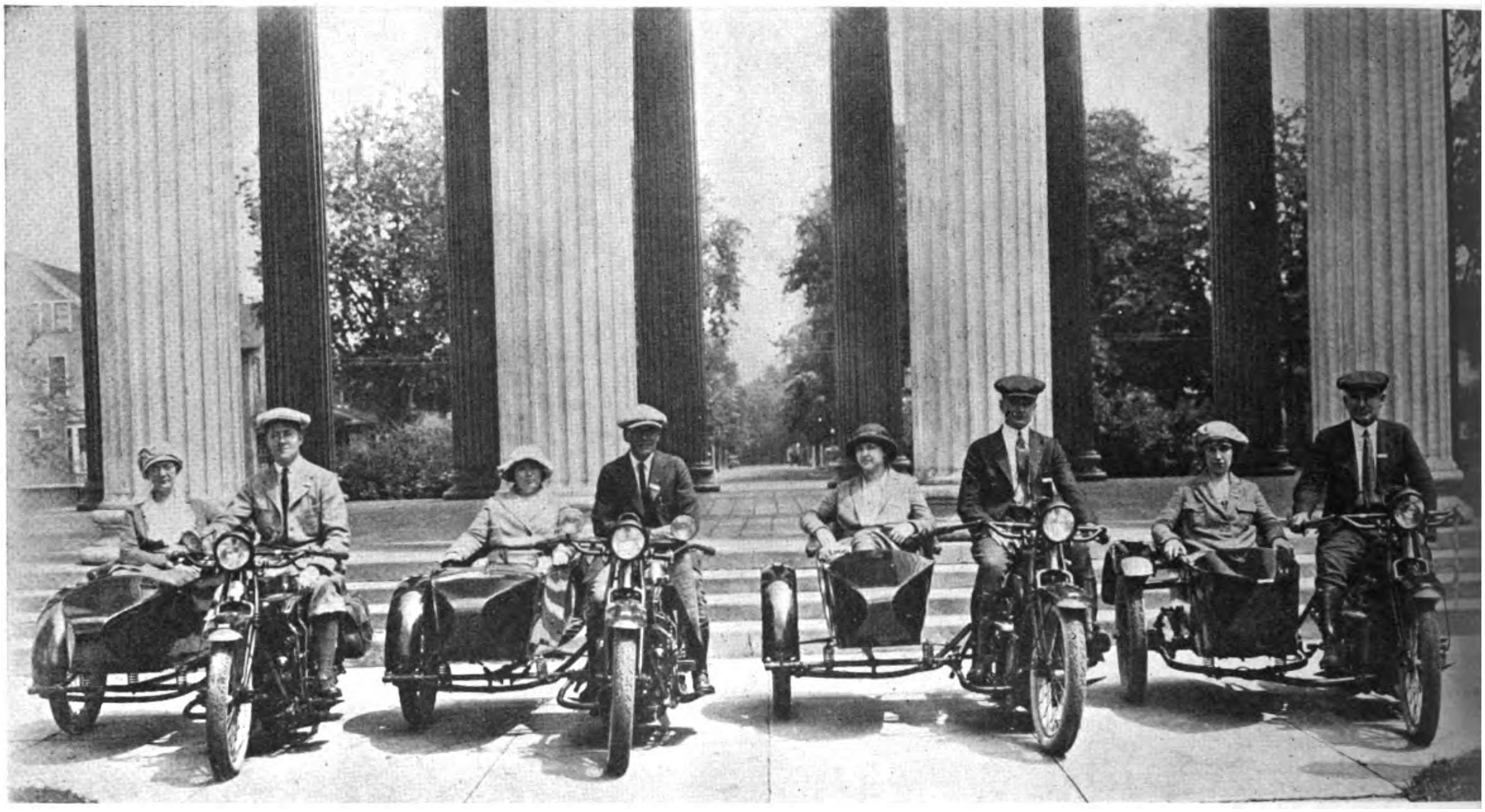
SPORTS AND GAMES



FROM MORN TILL NIGHT







Left to right, Mr. and Mrs. Wesley G. Paulson, Mrs. A. O. Lemon and Ralph W. Enos, Mr. and Mrs. Oberwegner, Mr. and Mrs. Bank

RALLY NOTES

THE official rising hour was set at 6 o'clock and breakfast was at six. A lot of the Eastern riders from towns having daylight saving overlooked the fact that Rochester is on Standard time. So when the Easterners arose at 6 by their watches it was only 5 on the restaurant man's clock. Waiting for breakfast a whole hour besides losing an hour of perfectly good sleep was a real joke to everyone except the boys with the fast watches.

* * *

Sales Manager Henry Bush of the Eclipse Mfg. Co., Elmira, N. Y., dropped in on the Rally Wednesday, accompanied by his small friend H. P.—"horse power"—Fanning. You should have seen him on an Evans Power Cycle.

* * *

George DeKoker and Eddie Hawkins gave exhibitions of sand riding at Charlotte Beach Tuesday morning that convinced the spectators there would be some real thrills when those boys got into the hill climb Thursday.

* * *

Another Wednesday arrival was John Henry, of Buffalo, who announced that he had come to give them the once over. He also got mixed up in the parade but managed to sidestep.

* * *

President George T. Briggs, of the M. and A. T. A., transported the volley ball to the beach. He said he had at last found a golf ball he could hit.

* * *

The rally took on an international aspect when President D. G. Anderson of the Cyclemotor Corp. introduced Kurt Orbanowski, manager of German branch of the Cyclemotor organization. The German factory is now turning out about 300 Cyclemotors a month and the demand is rapidly increasing. Mr. Orbanowski came over to get some manufacturing pointers from headquarters.

* * *

Bill Lister, who says that since the new prices have been announced everybody in Cleveland seems to want a Harley-Davidson, rode in Monday night. He said he couldn't stay long, but he just couldn't pass up getting into the parade with Walter Davidson.

* * *

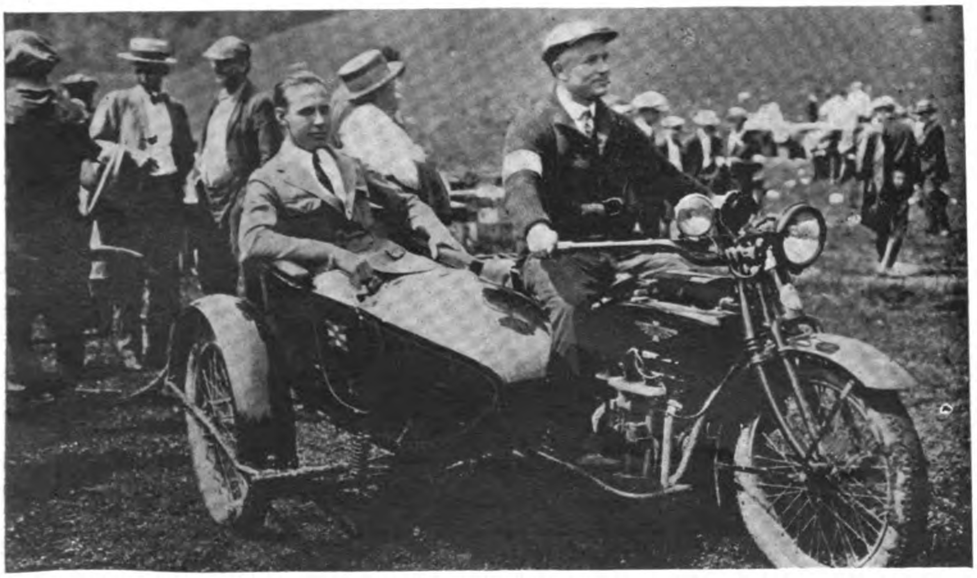
The Indian tribe were the first to pitch their camp in the general barracks. They drew their cot numbers and collected their blankets early Monday afternoon. The Indians come in assorted sizes. Engineer C. B. Franklin, Assistant Sales Manager A. A. Anderson, Assistant Advertising Manager E. W. Stack are rather long and not so wide. Sales Manager J. B. McNaughton is a little wider and not quite so long and Big Chief F. G. Weschler is still wider. The cots were one size, and it took some adjusting to make all comfortable.

* * *

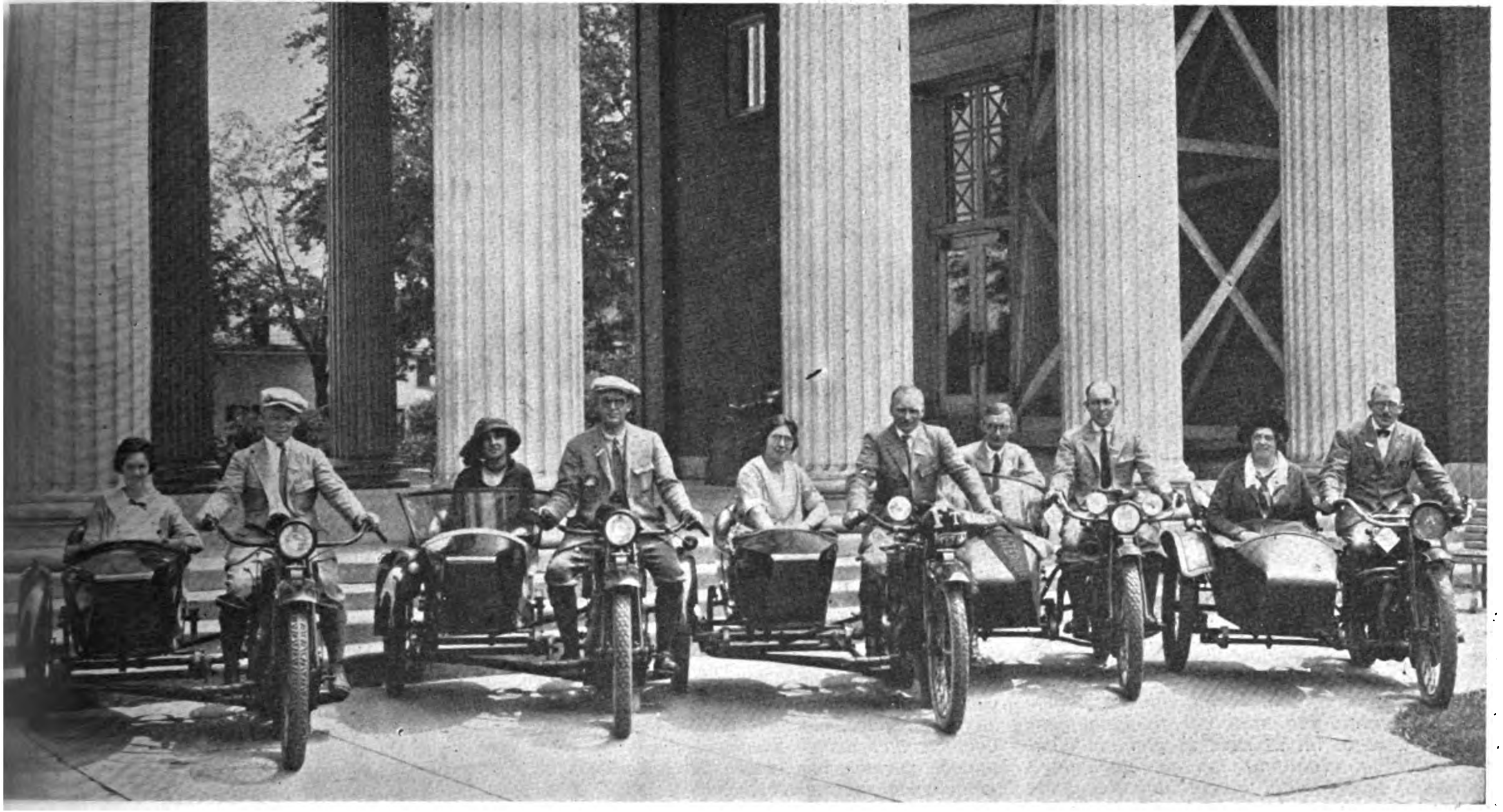
President Walter Davidson of the Harley-Davidson organization wanted to know when he was shown his cot, where he was to put his clothes. "Under the mattress so they'll be pressed in the morning," was the reply.

* * *

Riders who visited the store of Geo. L. Miner found many features of interest in the extensive display that was arranged for their inspection. Several new Ace "fours" were there, one fitted with sidecar. There were shiny red Indian Chief solo mounts, Indian



Percy McBride demonstrates to Frank Schwinn



Left to right, Mr. and Mrs. Glenn Crandall, Mr. and Mrs. Fred L. Hunt, Mrs. James Fynmore and L. A. T. Peterson, E. W. Stack and P. B. Whitney, Mrs. L. A. T. Peterson and Mr. Fynmore

Princess sidecars and Scouts. A historic portrait adorning the walls was a photograph of Mr. Miner in 1903, mounted on Indian No. 155. Perhaps the most striking thing about the picture was the fact that Mr. Miner today looks scarcely any older than he did when that photograph was taken, 19 years ago, which may be added evidence that the secret of eternal youth is found by consistent exercise in the open air with a bicycle or motorcycle. Mr. Miner is still an active participant in the sport, and besides frequent long motorcycle trips in the country he rides his bicycle down to the store every morning and home at night.

* * *

The Rochester Hotel was the headquarters of several factory delegations, and the management extended cordial co-operation to help impart an atmosphere of motorcycle enthusiasm. A large sign on the outside of the hotel bore the greeting: "Welcome, National Motorcycle Rally," while in the handsome lobby a display of new motorcycles was staged so that the machines caught the attention of everyone entering the big hostelry.

* * *

In a central position midway between the two big columns at the right was placed an electrically-equipped Ace four-cylinder, with a neat card giving the address of George L. Miner as Rochester dealer. Across the aisle stood a new Indian Scout in full war paint. A Harley-Davidson delivery van rested near the front window. And the little Neracar drew a goodly share of attention at its stand on the left of the doorway.

* * *

One of the first displays installed in the lobby was the Evans Power Cycle, with a placard proclaiming its identity as a Rochester-made product. Sales Manager A. C. Rice and Engineer Joe Merkel were generally in the vicinity to dispense hospitality and give out any information that visitors might want about Rochester geography, how to get to the Cyclemotor factory or why to ride on Evans Power Cycle.

* * *

The Ace factory was represented by General Manager C. W. Plass, Chief Engineer W. G. Henderson, Advertising Manager P. J. Bailey, and Traveling Representatives E. W. Fish and Ernest Hughes. Mr. Henderson rode solo from Philadelphia on one of the new Ace fours, and reported a splendid trip through wonderful scenery up the Lehigh Valley and over the Lackawanna Trail. Fish drove his sidecar outfit over from New York, making a goodly portion of his mileage at night and arriving in Rochester 6 a. m. Monday.

* * *

The actual attendance of motorcyclists was considerably heavier than the registrations accounted for, particularly at the hill climb. Some riders could not spare time to attend the full Rally session, and therefore came only on Thursday to witness the National Championship contest. As the hill for the big event was about 15 miles out of Rochester, many of them rode directly to it and then went straight home after the sky-scalers had finished and didn't check in at Exposition park at all, thus saving about 40 miles riding and also cutting down the total registrations by leaving their names off the list.

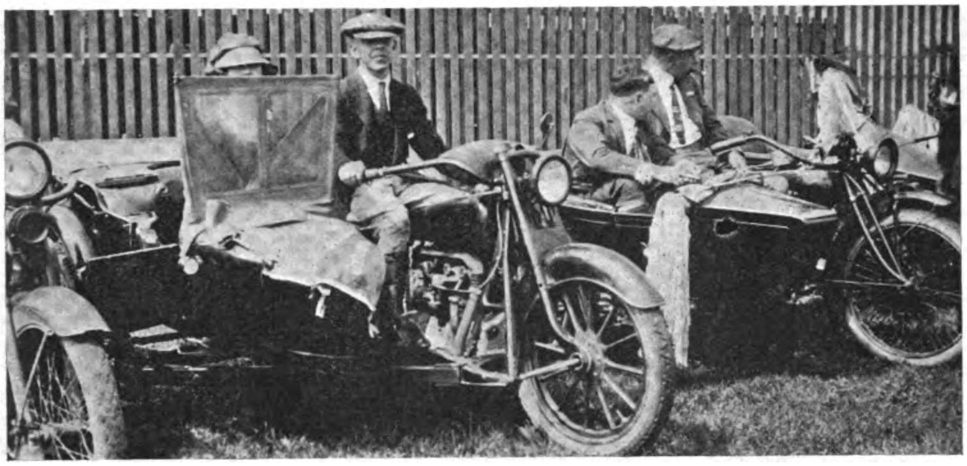
* * *

When it came time for the start of the Prize Tour arranged by the Motorcycle Club of Philadelphia, the tourists were missing. It seems that the organization of such a tour is a more difficult matter than the club officials at first realized, and takes more time than was available. It was decided to wait until Labor Day and then put on a two-day tour along the lines proposed for the Prize Tour to Rochester. However Alex Morrison and Skip Kruger who had planned to take part in the Prize Tour on their Neracars left Philadelphia at 7 o'clock Sunday morning, stopping at Binghampton Sunday night and arriving at the Rally at 4:43 Monday. The distance was 395 miles.

* * *

Carl Bush says his tour to Rochester from Newark, N. J., was the first trip he has taken in years on which he had a chance to enjoy the scenery. Mort Lantz came with him and they alternated driving the sidecar outfit, tak-

Mr. and Mrs. George A. Cove of Brookton, Mass., leading the parade to the beach



There was only one Militor on the grounds but it attracted much interested attention

ing two-hour shifts. Result, a very pleasant ride, thank you.

* * *

You should get a glimpse of Frank Snook's white pants and golf stockings. Some classy outfit. You should also see him in a bathing suit. Some shape.

* * *

Max Sladkin of the Ace, arrived Tuesday. Max says when you start out to knock 'em out you want to hit as hard as you can. No use in being afraid of hurting somebody's feelings. That's why he cut the Ace price to $335 in one fell swoop. "We're after volume" says Max, "and we're going to get it."

* * *

Among the early arrivals was Henry Mesinger of the H. & F. Mesinger Co., New York. Mr. Mesinger was very much interested to know how Frank Schwinn liked the new Mesinger saddle and back rest with which his touring motorcycle was equipped. When Frank told him that it was like an easy chair Mesinger bought the cigars for the crowd. The new saddle is form fitting with an adjustable and removable back rest and will prove very popular with long distance riders. It came in for a good many once overs from the riders who saw it on Schwinn's machine. William F. Mesinger, who is the "riding" member of the Mesinger organization, toured from New York on his solo mount. He also had something new in saddles that attracted the attention of the hill climbers. It was a stiff leather rim about two inches high around the back of the saddle. Its object was to prevent the rider from sliding back when climbing steep grades and do away with the need to keep himself up in the saddle by main strength and the handle bars. The rim is easily removable.

* * *

In the lobby of the Hotel Rochester, which was a sort of unofficial headquarters, were parked "sample copies" of the different makes of motorcycles, but Mrs. Floyd Clymer put it over on everybody. She used the lobby for a garage, parking her Indian Scout beside a big palm when she wasn't riding it.

* * *

Among the riders who checked in on the first day was Harry Uichette, of Manchester, N. H. He said the rally was just his first stopping place on a three weeks' tour in which he expected to cover considerable of Western Canada.

* * *

John Hurck, Indian dealer at St. Louis, and who claims to be the oldest motorcycle dealer in the United States in point of time in the business, as well as the oldest Indian dealer, drove to the rally with his Indian Chief and Princess Sidecar outfit on which he has devised a special full floating axle that attracted considerable attention from the mechanically inclined. Jack Hurck, Jr., accompanied Dad. They registered 1097 miles on their speedometer. Hurck kept an accurate account of his gasoline and oil consumption from day to day. They left St. Louis on Thursday and made 330 miles, stopping at Greenfield, Ind., that night. Five gallons of gas and five quarts of oil that day. The next night they stopped at Galleon, Ohio, 275 miles; five gallons of gas and one of oil. Saturday night they stopped at Westfield, N. Y., another 275 miles, and bought 4½ gallons of gas during the day. The last 149 miles were negotiated Sunday, two more gallons of gas being sufficient to carry through. Hurck said it was boulevard practically all the way and he never opened his tool box.

* * *

Volley Ball on the sand at the bathing beach was lots of fun for the spectators and some sport for the players, but it certainly made the perspiration come. The wild waves were very welcome after a session with the ball.

* * *

The star announcers were Ray Garner and L. A. T. Peterson. Both have good voices and they are not afraid to use a megaphone.

* * *

Talking about megaphones, one rider says they should be barred in the dormitory. He was asked if everyone slept well and replied that he didn't, but that judging from the noise they made he believed everyone else did.

* * *

Mayor Clarence D. VanZandt, of Rochester, a popular fellow among motorcyclists, had the following to say after having taken a ride with Art Rochow in a sidecar: "This was my first ride in a motorcycle sidecar. I have been in automobiles, airplanes, battleships and submarines, but never have I been thrilled like I have in my motorcycle ride. I certainly shall take more rides in a sidecar. Maybe, I'll ride a motorcycle myself some day."

* * *

Miss Esther Stevens, of Newark, N. J., said to a MOTORCYCLE AND BICYCLE ILLUSTRATED representative in discussing her trip to Rochester: "Gee, it was great. I wouldn't have missed coming for anything in the world." A bystander asked her if she was in the trade and she replied: "I am not. I just ride a machine for the fun of it, and believe me, I am having all kinds of fun."

* * *

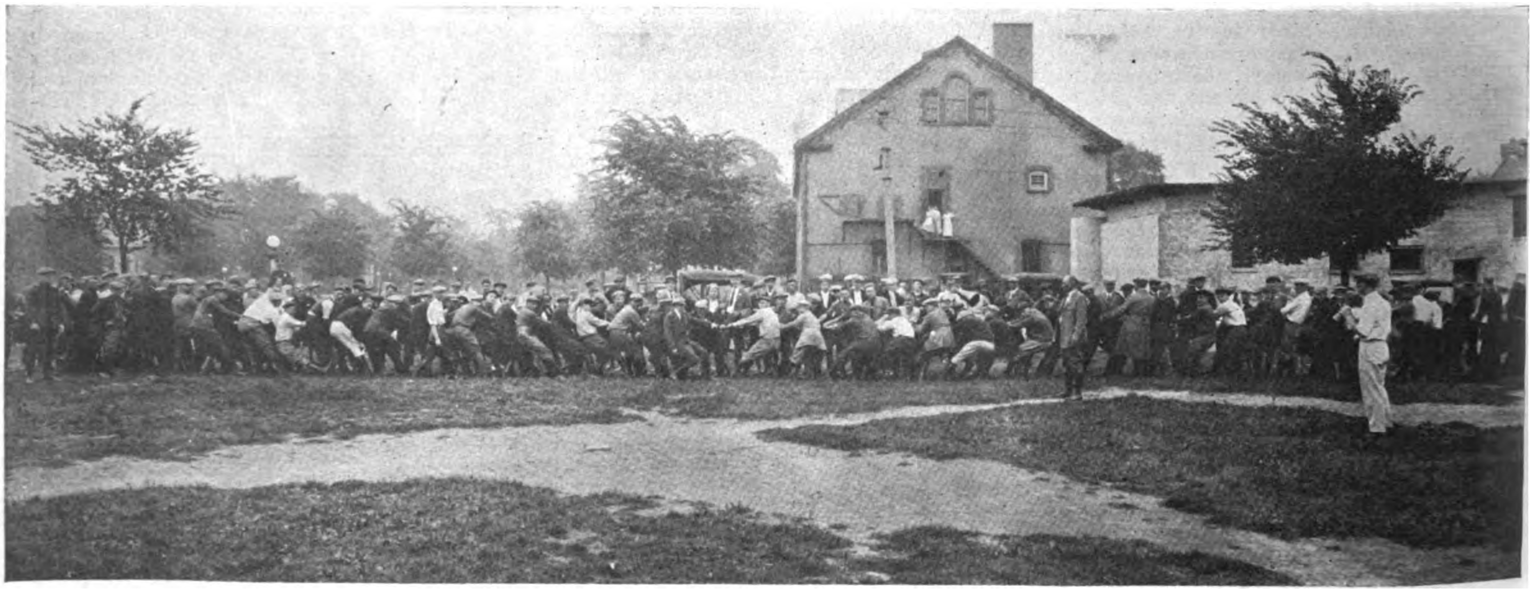
C. Oro Hollen, of Pittsburgh, was one of the first arrivals. He seemed to get more fun out of assisting fellows who were having trouble with their machines than he did joining in the frolic. He was a popular boy at the rally.

* * *

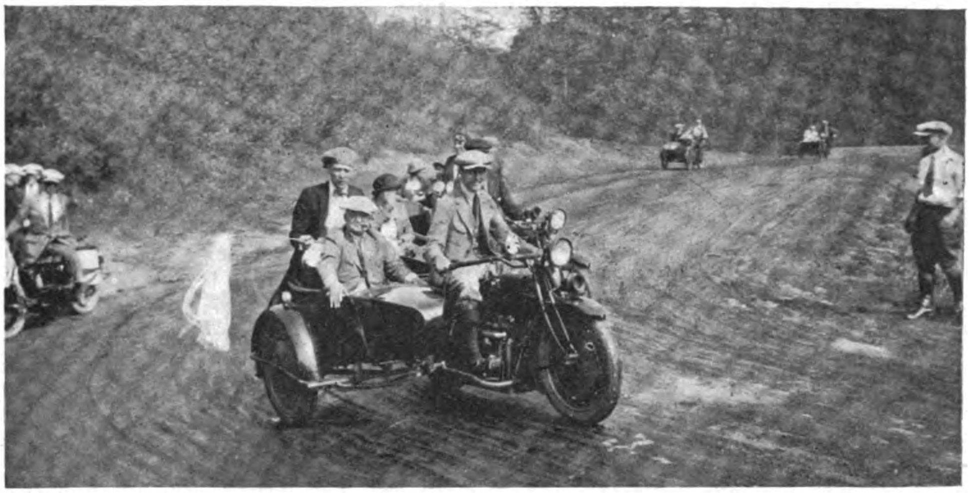
Burt Baker and daughter motorcycled to Rochester from Saratoga Springs.

* * *

F. H. Lemon, of Toronto, was seen with his two sons. He smilingly remarked: "The boys wouldn't stop coaxing until I gave my consent to come." However, judging from the way the old boy seemed to be enjoying the affair there wasn't much "coaxing."



The tug-o'-war. They broke the rope twice and called it a tie



Irving Barnard picks up a load, consisting of Gid Haynes and Frank Snook

Archie Beckman, of Erie, Pa., brought his wife and niece with him.

* * *

Roy Putnam, of Rochester, was at the rally every day and had a beagle hound with him. All the girls liked his dog and Roy, as a result, was always seen in "nice" company.

* * *

One of the busiest chaps at the rally was Art Rochow of the Wagner-Dolph Company. He was "rallying" all the time. He barely got time to eat. If he wasn't doing something at the grounds he was busy at the store helping out-of-town boys.

* * *

General Manager C. W. Plass, of the Ace factory, had had five new four-cylinder machines shipped to Rochester for display purposes during the rally. One was staged in the lobby of the Rochester Hotel, the others at the sales room of Geo. L. Miner. But while the primary purpose of the rally was to provide a social get-together and a good time, quite a number of dealers found it an irresistible chance to do practical business at the same time. Several signed 1923 Ace contracts at the rally, and the first few of them made the most of the occasion by buying those five machines that were on display, so as to insure immediate delivery as soon as the festivities were over. Those who were too late to get any of these rally machines had their orders wired to the factory for quick action.

* * *

R. J. Williard, the Ace dealer of Newark, N. J., who won high honors in the sidecar class in the Crotona and New Jersey endurance runs in the Spring, drove to the rally with Friend Wife in the sidecar. Some weeks before the big doin's, ere the Missus had decided to attend, Williard had expected to accompany E. B. Holton on the latter's one-day ride to Rochester, but revised his schedule when Lady Williard was persuaded to go.

* * *

President Paul Branigan, of the Syracuse Motorcycle Club, attended the National Championship Hill Climb on Thursday, driving a Harley-Davidson sidecar outfit. He was accompanied by I. D. Shopiro, Ace and Reading Standard dealer of Syracuse, with Cy Jones and other club members. Cy Jones, by the way, is blossoming out as a dirt-track star, having recently shown up unusually well in 30.50 events on half-mile tracks. At the rally he completed a deal for a new racing single and sees prospects of a pleasant time ahead if the machine develops as much "soup" as is expected. His road machine is an Ace solo mount.

* * *

Ivan Jacobs, the "old master" of the endurance grinds who topped the list in some of the toughest road events held in 1913-14-15, demonstrated that he is still on deck by riding solo from Trenton, N. J., to Rochester in fast time. Jacobs is now Harley-Davidson dealer in Trenton and has taken no active part in competition recently, but explains that it is only because he has been too busy, for he has neither forgotten how nor lost his enjoyment of the game.

* * *

Mike Cosentino, the "go-getter" of Seneca Falls, N. Y., drove a Harley-Davidson sidecar to the rally, carrying with him a couple of extra cylinders to accommodate a friend. Cosentino is Italian by birth and has the same aggressive spirit and keen eye for new ideas that led a certain Cristoforo Columbus of the same nationality to discover America. He ran away from a tyrant uncle in Italy at the age of 15, worked for a time in Paris and soon came to America, where he eventually engaged in the motorcycle business. Keenly intelligent, well educated, magnetic, alert and observant, Cosentino has become a real motorcycle merchant and a successful business man. Service is his watchword and he makes sure that his customers get it. He keeps his store neat and attractive, and makes it a place that the most desirable class of trade is glad to enter.

While at the rally, Cosentino led E. W. Fish, Ace representative, into an alcove and signed up as Ace dealer in Seneca Falls. He also succeeded in getting as a demonstrator one of the five machines that the Ace folks had shipped to Rochester for display purposes.

* * *

Leo Herrick, of Rochester, Minn., who came especially to take part in the National Hill climb, toured to the rally with Mrs. Herrick and Baby Herrick in the sidecar. We didn't get his speedometer reading, but it was better than 1,000 miles, which is quite a jaunt for a baby.

* * *

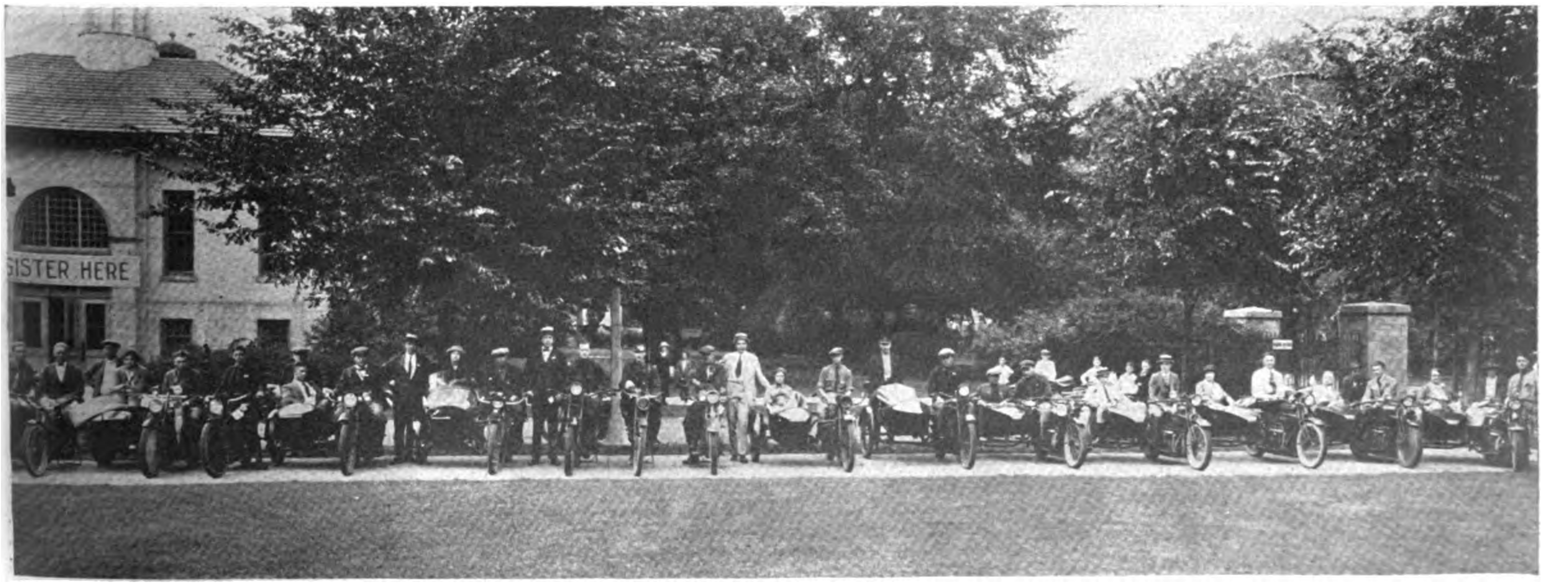
There were a number of children in the touring parties, and over 60 women occupied the dormitory provided for them on the grounds.

* * *

The baseball game between the dealers and the manufacturers went seven innings. The manufacturers won with a score of 25 to 18. It might have been worse. E. B. Holton refereed. He is still alive which proves he is a diplomat. The manufacturers' team was composed of George T. Briggs, Ray Garner, A. A. Anderson, Ed. Buffum, James Lake, Fred Hunt, U. A. Hicks, J. J. McLoughlin and Walter Davidson. C. B. Franklin and Bill Freeman were extra men. The dealers were represented by C. Bakels, Frank Snook, A. D. Beckman, Glynn Lockner, Walter Andrews, Fred Dolson, P. Francisco and L. Ozard. Garner pitched and Briggs caught for the manufacturers, Snook pitched and Bakels caught for the dealers. They were all stars, so we won't make anyone jealous by giving some one else special mention.

* * *

The girls' ball game was more interesting anyway. It takes some playing to get three runners on third base at once. Also it keeps the umpire busy to figure out just what to do when the batter stands square on home plate and complains because the pitched ball hit her.



Some of the first day arrivals in front of the Registration office

You should see the graceful way in which George T. Briggs and Gid Haynes dove from the spring board at Durand Eastman Park. Some of the divers waved their arms and flapped their legs but not George and Gid. They were regular Annette Kellermans.

* * *

Some of those who got in late at the dinner at Newport House Wednesday evening are sure the early ones must have had wonderful appetites, for they didn't leave much for the second table.

* * *

Judging from the prevalence of sport costumes and golf stockings, the old-fashioned khaki suits and puttees are going out of style. What with the practical coverall outfits now on the market which can quickly be slipped over a fancy riding suit for a trip over bad roads or in bad weather, the sport suit should be increasingly popular with both sexes.

* * *

The most striking costume on the grounds was that of Mrs. Glen Crandall, of Cleveland. She wore a white sport suit with a purple Tuxedo sweater. It was not only striking, but was pretty and modest as well. Mrs. Crandall is a skilled driver and was much in demand by photographers who begged her to pilot different machines while they took snap shots. She was as accommodating as she was attractive and probably has the distinction of being the most photographed woman at the rally. Her picture appears on the front cover of this issue as well as in several of the groups on the inside pages.

* * *

The Wagner-Dolph store, being but a block from the Hotel Rochester which was down-town headquarters, became a hang out for many of the trade men and riders. They must have been glad when the rally was over so they could get back to business.

* * *

W. J. "Jack" Cameron. Goodyear booster, came in from New York the middle of the week and helped to complete the circle, for no gathering of the trade is quite complete without him.

* * *

Ray Garner, who travels out of the Chicago Hendee branch, proved himself an expert with the megaphone on the sports field and also qualified as a curtain speaker on the platform of the assembly hall. He's a versatile guy.

* * *

A. R. Child, who registers from Astoria, L. I., and who travels for the Harley-Davidson worked a busy camera. He was impartial, snapping everything that would make a good picture, regardless of the make of machine made. This absence of name plate jealousy was one of the notable features of the rally.

* * *

Pete Forest, of Manchester, N. H., said he had a bunch of the boys lined up to come to the rally with him, but they backed out at the last minute. He said that after he had negotiated some of the roads through Vermont he didn't blame them.

* * *

H. J. Hauck, of St. Paul, Minn., was one of the busiest boys on the ground. He got into every game he could and sometimes tried to get into two at once. As pillow fighter a straddle the rail, and a barrel boxer he was a star.

* * *

Towner Bros., who hold the Reading Standard agency for Rochester, N. Y., provided a service car which was stationed at the entrance of the exposition grounds. Riders requiring assistance in making minor repairs and adjustments found it a great convenience. Hill climb day the Towner truck was taken to the hill and stationed back of the starting line where the roof of it was used for a stand for the official scoreboard and the unfortunate individual who was in charge of it. Those climbers certainly do kick a wicked shower of mud behind them and the scorer was right in line. The young ladies who thought they had a grandstand seat in the truck were lucky to have wind shield to protect them, but it was soon so covered with mud that nothing could be seen through it. The scorekeeper had to do the best he could with an umbrella.

Frank Snook poses gracefully for the camera man

* * *

G. E. Atkins, of the Reading Standard, registered Tuesday. He said he thought he had pep enough to take in the whole program in three days, but by Tuesday night he declared that no one could do it all, and settled down to hitting the high spots, such as the chicken dinner, and the outing at the bathing beach and the hill climb. "If any fault at all can be found with the program it is that there was too much of it," says George, and there are others who agree with him.

* * *

Just why they stopped at the Zoo in Durand Eastman Park before going on to the bathing beach, was not explained. Some one said there was an unusually fine herd of deer there, but on the beach there were others just as attractive.

* * *

E. K. Gordon, of the Neracar, and his briar pipe were never separated.

* * *

Why do they call William Freeman, Indian traveler, "Wild Bill?" He didn't act wild around the rally except when Orrie Steele made that grandstand finish, and then everybody in the Indian camp went just as wild.

MOTORCYCLING IS A SPORT

ONE of the important things learned by the experience of the 1922 Rally is that about the biggest attraction that can be provided is some outstanding competitive event, and that this event, if there is only one, should be on the first day rather than on the last. Better still, would be to open the rally with one kind of competition and end it with another. Unquestionably, over half of the riders who came to the rally waited until the last day and came to the hill climb. Had it been on the first day a large percentage of them would have stayed several days longer, especially if another big competitive event closed the program. Motorcycling is a sport. The majority of its followers insist on the thrills of competition either as spectators or active participants.

* * *

Eddie Hawkins came up from Cleveland to report everything going lovely in John Rockefeller's old home.

* * *

General Manager C. W. Plass, of the Ace, who is one of the more recent members of our motorcycle family, proved to be a "regular feller" full of enthusiasm, a good mixer and just the kind of a clean sportsman to find a warm welcome with the crowd.

* * *

One of the busiest men on the grounds was Fred L. Hunt, northern New York representative of the Hendee, who makes his headquarters at Rochester. It was up to him as host to see that everyone had a good time and he worked hard at his job; Mrs. Hunt was an able assistant.

* * *

Gus Rice, sales manager for the Cyclemotor Corp., Rochester's home town motorcycle factory, was right there with a flock of Evans Power Cycles which he loaned to rallyites who came in on the train. Ye editor was one of the fortunate ones and here's a vote of thanks to Gus for the fun he provided. The Evans riders toured in a body to the hill climb Thursday and attracted a lot of attention from the riders of the high powered machines who didn't think the little machines would negotiate the steep grades on the road. It surprised a few of them when the Evans' put-putted right to the top with never a twist of the pedals.

* * *

Sales Manager J. B. McNaughton, of the Hendee Mfg. Co., was the recipient of many congratulations from friends in the trade on his recent promotion to the head of the Indian Sales and Advertising Departments, and many assurances of co-operation from Indian dealers present at the rally.

* * *

H. F. Shaw, of the Leather-Togs Co. of Everett, Mass., had a fine opportunity at the hill climb to demonstrate the practicability of his new line of leather clothing. He certainly looked nifty in his outfit and was asked many times where he got it by riders who did not know him. Of course he didn't like to tell.

* * *

Ed Buffum is some ball player. You should have seen him **make a home run.**

* * *

President Walter Davidson and Manager of Domestic Sales T. A. Miller of the Harley-Davidson, who toured through from Milwaukee, registering 926 miles on their speedometer, came pretty close to being the long distance tourists of the rally. There were only two or three who exceeded that mileage. It isn't 926 miles from Milwaukee to Rochester, but Walter and T. A. took several detours down through Indiana and Ohio calling on dealers along the way which piled up the mileage. They alternated at driving and both acquired a lovely sunburn.

* * *

Among the early arrivals were Paul Kunsman, William Ringer, Stewart Kunsman and Fred Falcone, of Bethlehem, Pa. They reported good roads and said they were going home to tell the other Bethlehem riders what a heap they had missed by not coming along. Every other rider from every other town is going to do the same thing.

* * *

Absent but not forgotten was Brownie Carslake.. Brownie had planned to come from Akron and greet the many friends who have been pulling for him while he battled through the long illness from which he has recently sufficiently recovered to return to his desk at the Firestone factory, but his physician vetoed the trip as too strenuous. A telegram of good wishes for a speedy complete recovery was sent to him and his telegram of hope for the success of the rally was passed around among the many friends who hope to have him with them when the next rally is held.

* * *

Assistant Sales Manager A. A. Anderson of the Hendee wanted to know why everybody took two looks at him in his sport suit. McNaughton said it was because it took two to see the underpinning.

* * *

Chairman A. B. Coffman of the M. and A. T. A. Competition Committee, on whose shoulders fell the general supervision of all the rally doings, made his headquarters in the building that housed the registration office and also the women's dormitory. A. B. is an accommodating cuss, always willing to be of service, and the ladies didn't hesitate to call on him. He says being bell hop in a harem is some job.

* * *

E. W. Stack, who recently joined the Hendee organization as assistant advertising manager, attended the rally and filled up with motorcycle enthusiasm. From the way he starts out it is evident that he is going to be an A No. 1 booster.

* * *

Mr. and Mrs. L. A. T. Peterson, of Waterbury, Conn., are a substantial couple who know how to enjoy themselves and to see that every one around them has a good time. "Lat" did yeoman work in helping to make the sports program run smoothly. Mrs. Peterson is a charter member of the neat rider club and can handle a machine as cleverly as her husband. .

* * *

Mr. and Mrs. Alfred Oberwegner, of Toledo, attracted considerable attention with their new Henderson de Luxe sidecar outfit and their riding costumes to match. Pretty classy, we say.

* * *

The city officials who made the addresses of welcome at the formal opening of the rally Monday night were driven to the Exposition grounds in sidecars, President Walter Davidson, of the Harley-Davidson Motor Co., and Art Rochow, of the Wagner-Dolph Co., acting as chauffeurs.

* * *

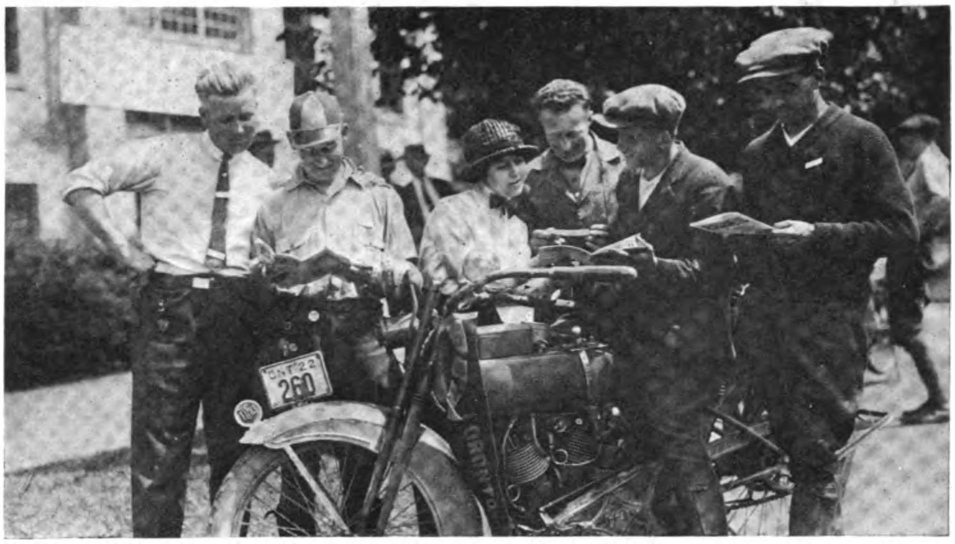
Among the middle age enthusiasts who toured to the rally were Mr. and Mrs. George A. Cove, of Brockton, Mass., who drove from their home to Rochester in eighteen hours running time.

* * *

Raymond Gair, 1063 East Third Street, Williamsport, Pa., reports that his Indian motorcycle, motor No. 82T163, and Pennsylvania license No. 7137 was stolen from the orchard parking space at the National Hill Climb at Egypt, N. Y. Dealers and riders are requested to keep an eye out for this machine and report to the owner should they find it.

CAN'T INSPECT C. O. D. MAIL

Washington, D. C.—Merchants who advertise that their merchandise may be purchased by mail, C. O. D., with the privilege by prospective patrons of inspection before acceptance and the payment of charges, will shortly find themselves unable to advertise through the mails unless they discontinue this practice. Ever since the establishment of C. O. D. service there has been a rule in effect prohibiting postal employees from permitting addressees to open packages for inspection before acceptance. Under the control which the Post Office Department exercises over advertising matter, the transmission by mail of advertisements that merchandise may be examined before accepted may be easily stopped.

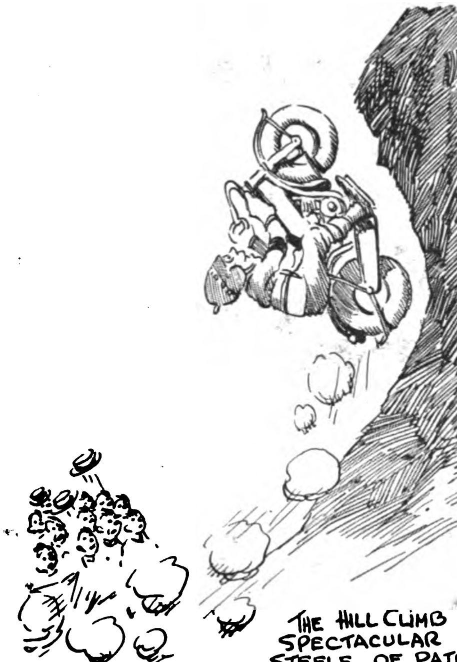


Giving the official program the once over

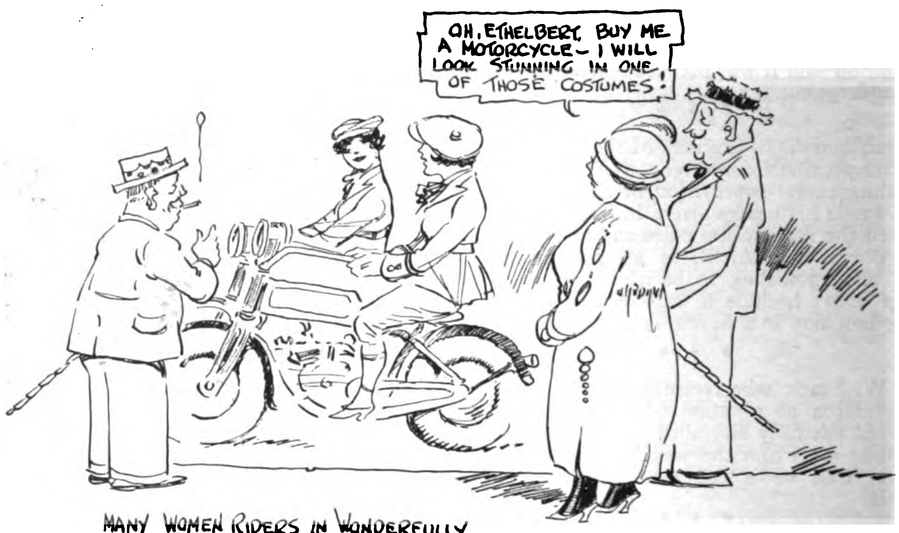
Leo Tyser of Detroit and Geo. Klein of New York City

Alvan H. Rose and Guy E. Carleton of Beloit, Wis.

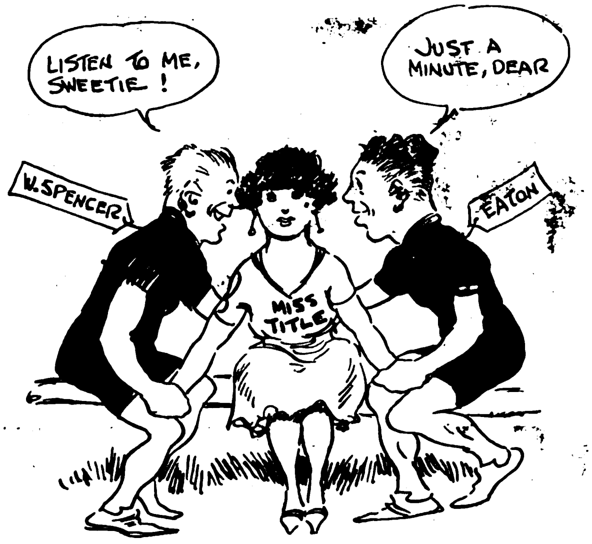
WEEKLY WHIRL of WHEELS



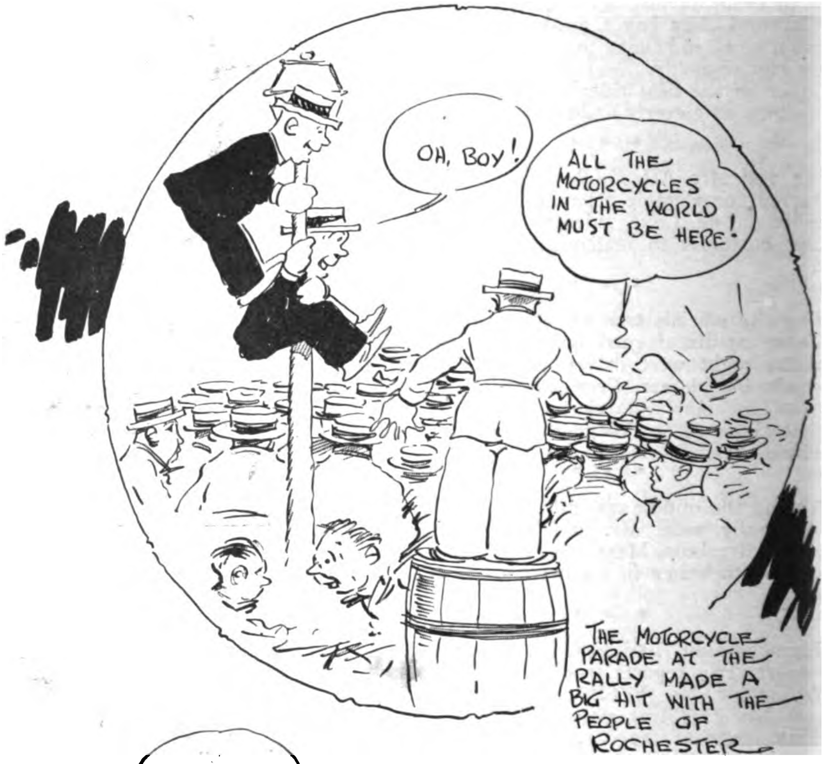
THE HILL CLIMB WAS MOST SPECTACULAR AND ORRIE STEELE OF PATERSON, N.J. COPPED IN THE THREE EXPERT CLASSES: 37, 61 AND 80


OH, ETHELBERT, BUY ME A MOTORCYCLE - I WILL LOOK STUNNING IN ONE OF THOSE COSTUMES!

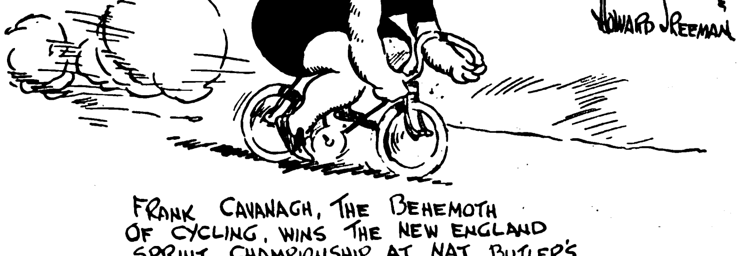
MANY WOMEN RIDERS IN WONDERFULLY ATTRACTIVE COSTUMES WAS A FEATURE OF THE RALLY


LISTEN TO ME, SWEETIE!
JUST A MINUTE, DEAR
W. SPENCER
EATON
MISS TITLE

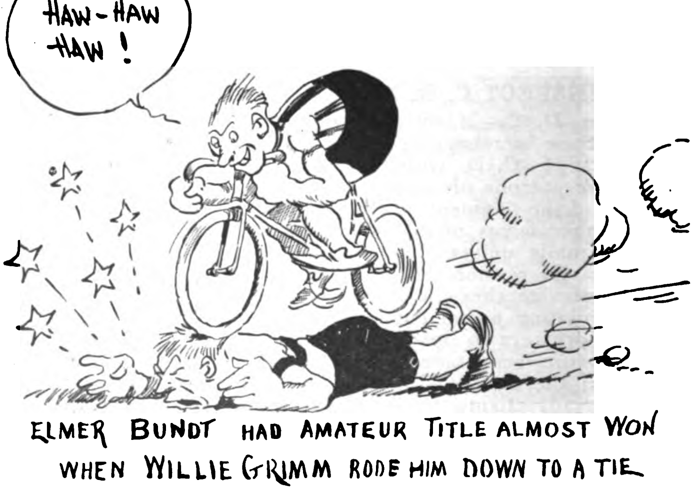
TWO HEARTS WITH A SINGLE THOUGHT AND SEPARATED BY A SINGLE POINT


OH, BOY!
ALL THE MOTORCYCLES IN THE WORLD MUST BE HERE!

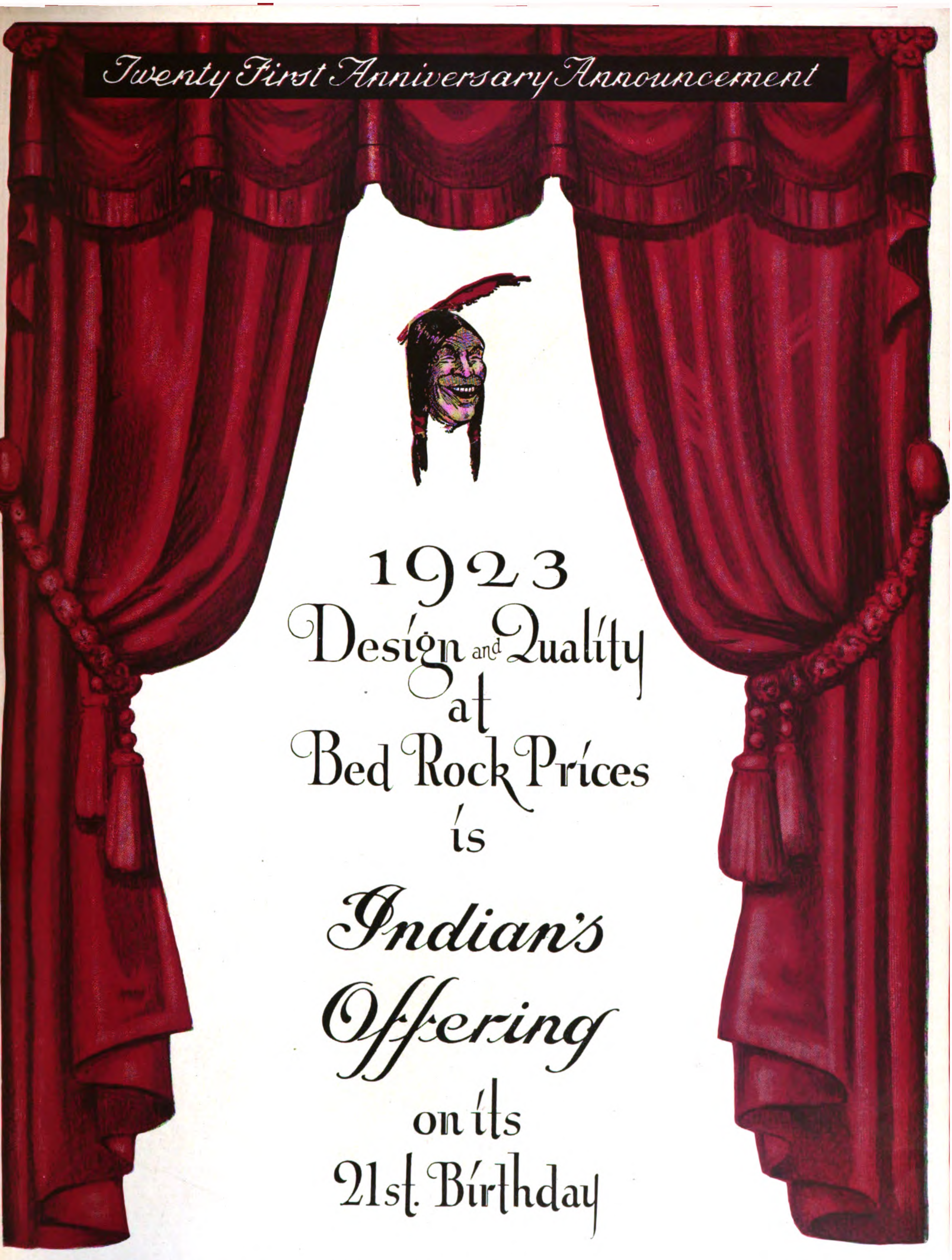
THE MOTORCYCLE PARADE AT THE RALLY MADE A BIG HIT WITH THE PEOPLE OF ROCHESTER


HOWARD FREEMAN

FRANK CAVANAGH, THE BEHEMOTH OF CYCLING, WINS THE NEW ENGLAND SPRINT CHAMPIONSHIP AT NAT BUTLER'S REVERE BEACH TRACK



ELMER BUNDT HAD AMATEUR TITLE ALMOST WON WHEN WILLIE GRIMM RODE HIM DOWN TO A TIE



Twenty First Anniversary Announcement

1923
Design and Quality
at
Bed Rock Prices
is
Indian's
Offering
on its
21st. Birthday

In May 1901 Indian made its initial road performance

Twenty First Anniversary Announcement

TWENTY-ONE years ago, in the month of May, 1901, the first finished INDIAN MOTOCYCLE made its initial road performance. This little single cylinder machine, the pioneer in American manufacture, immediately met with public favor and became the recognized and acknowledged leader. Right there and then INDIAN history began.

Today, after twenty-one years of intensive progress, INDIAN holds the same predominating position. As evidence we quote with pride a letter received from the New York University Bureau of Business Research, showing the results of a thorough and scientific investigation made by an entirely neutral authority.

Schedule

	1923	1922	1921
Model G Indian Scout	**$250**	**$315**	**$400**
Model GE Indian Scout, Electric	**285**	345	440
Model N Indian Standard	**275**	335	440
Model NE Indian Standard, Electric	**310**	370	480
Model HE Indian Chief	**325**	435	480
Side Car (including apron)	**100**	120	145
Side Car with Adjustable Axle	**105**	120	150

NEW YORK UNIVERSITY
BUREAU OF BUSINESS RESEARCH

May 22, 1922

Mr. J. B. McNaughton,
Sales Promotion Mgr.
Hendee Mfg. Co.,
Springfield, Mass.

Dear Sir:

The undersigned, in collaboration with Mr. Richard B. Franken of the Bureau of Business Research of New York University, recently completed a thorough investigation to find out the degree to which the public is familiar with names and advertised brands of 100 representative commodities.

In the field of motorcycles, the name Indian was dominant in the minds of about 56% of the subjects tested. This is a remarkable degree of leadership. In only 19 out of the 100 commodities was there any one name that stood foremost in the minds of 50% or more of the persons tested. Indian was one of the 19.

The dominance was even greater in the minds of those who were able to name any brand at all. Many women, of course, were unable to mention the name or brand of any motorcycle. I congratulate you upon this splendid showing, which indicates that your name is exceptionally well-known in its field.

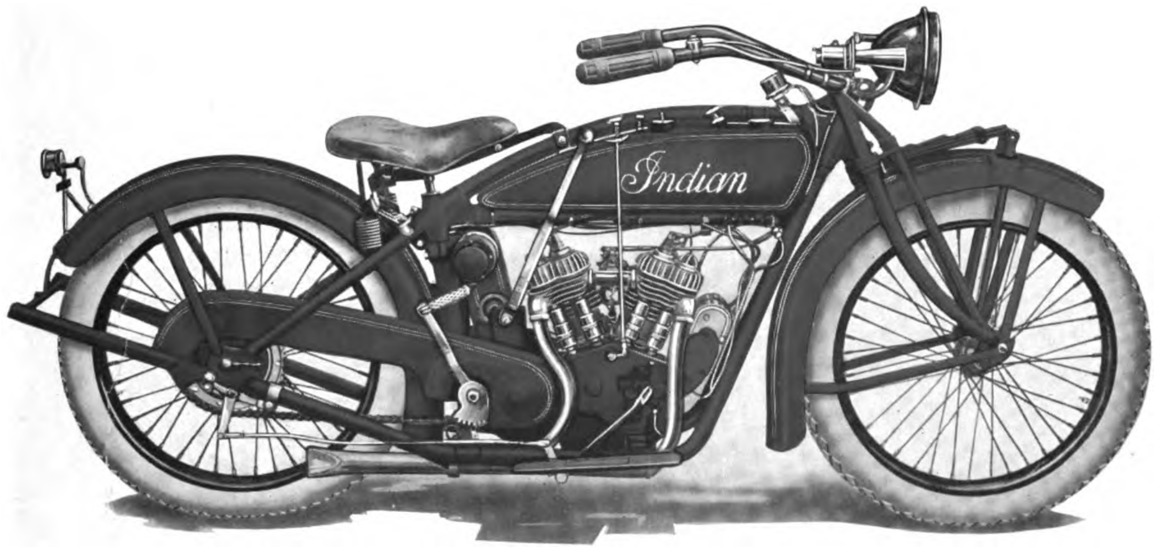
Cordially yours,

(Signed) G. B. Hotchkiss
Head of the Department of Advertising and Marketing

BEDROCK prices, without impairing but rather improving INDIAN standard and quality, is the keynote of the Hendee Manufacturing Company's 1923 presentation.

Whenever a young man reaches his twenty-first birthday, his manner indicates a feeling of pride, and he also feels a keener sense of responsibility by reason of having reached his majority. By the same token we feel this responsibility on INDIAN'S twenty-first birthday, the responsibility of offering the latest, best and most complete in motorcycle design at real bedrock prices and we point with pride to our accomplishment as indicated in our schedule of prices for 1923.

In May 1901 Indian made its initial road performance



Indian Scout

The Universal Motorcycle

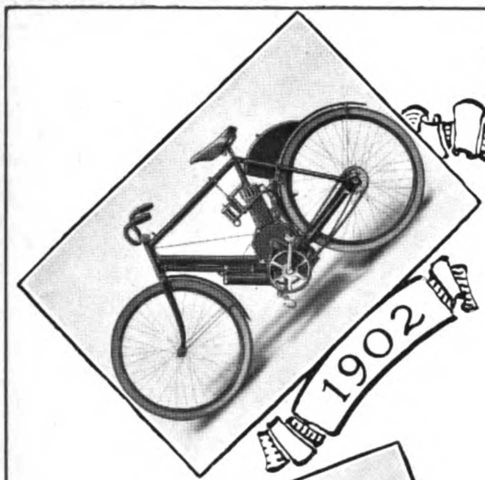
BY VIRTUE of its world-wide popularity and the individual and distinct position which it enjoys, we first present the real universal motorcycle, the INDIAN SCOUT. While the distinctive characteristics responsible for the enviable position which the Scout enjoys are no doubt well known, a few of the most important are always worthy of repetition.

In the first place, this little machine is one hundred pounds lighter than the average motorcycle. Its saddle position is unusually low. Its wonderful balance and low center of gravity have proved a revelation to some of the best engineers throughout the world. Fuel consumption is exceptionally low, sixty miles to the gallon being a fair average. Upkeep expense is trivial as compared with any other motor-driven vehicle. Just ask the opinion of any Scout owner. Another wonderful tribute to this machine is the fact that few used Scouts are for sale, even after 3 years of service. The Scout stays sold.

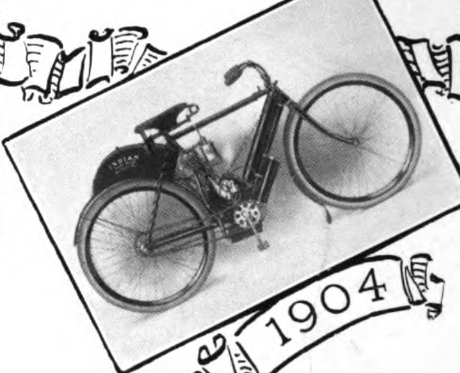
For 1923 there are no radical changes in Scout design. The improvements are confined to a new lamp, horn and ammeter, new valve release lever, heavier tubing in the lower frame tube and a new designed larger tool box, conveniently located on the left side of the machine on a specially constructed bracket. The frame construction is strengthened accommodating side car and commercial van attachments which are being used extensively on this model.

This is what we offer in the 1923 Scout at the astounding price as listed in our 1923 schedule.

Twenty First Anniver


1902

1903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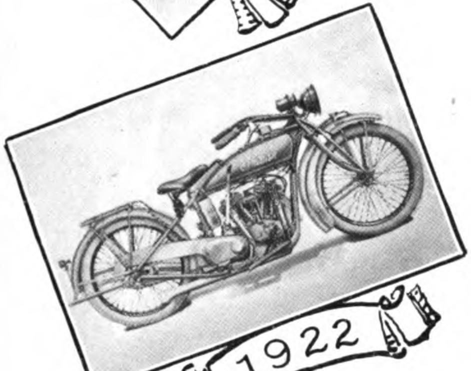
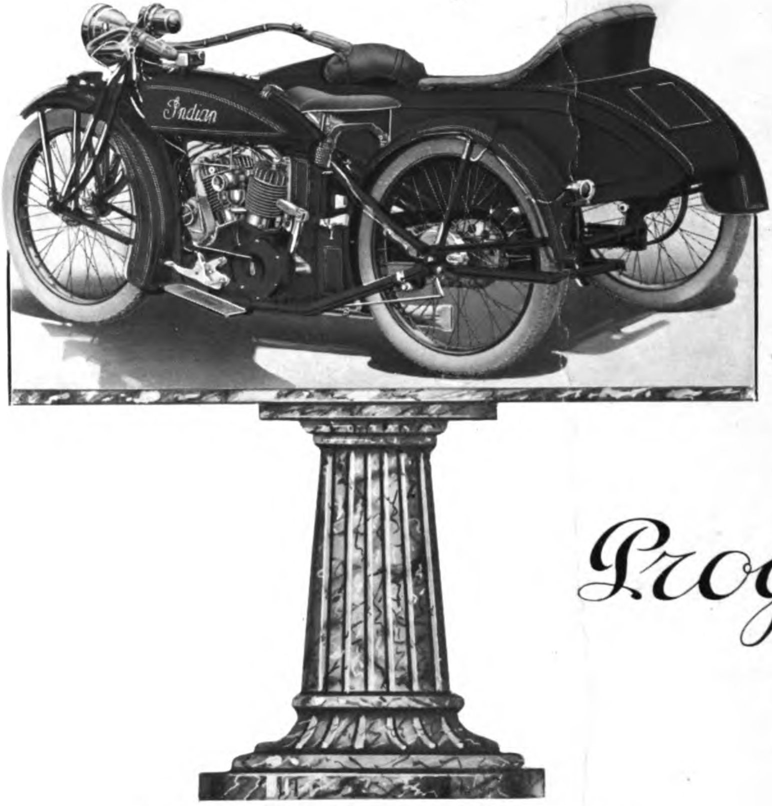
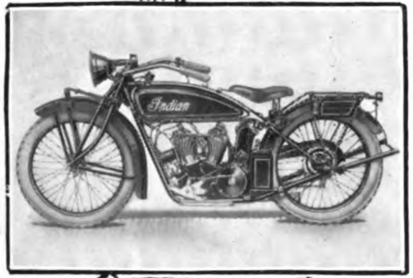
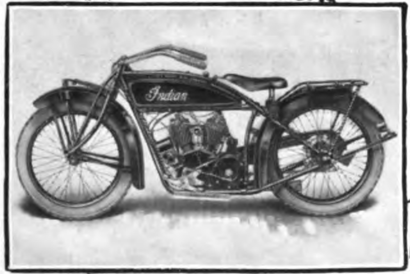

1922

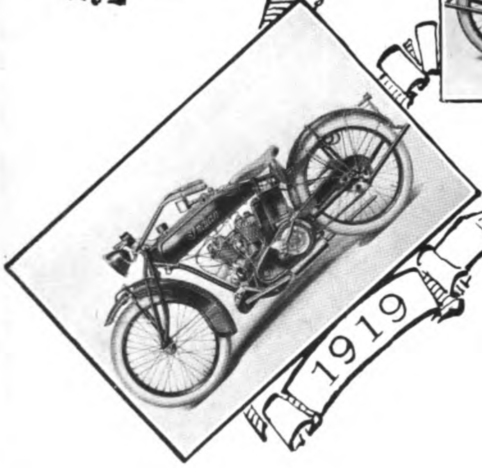

1923 *Chief and Princess*

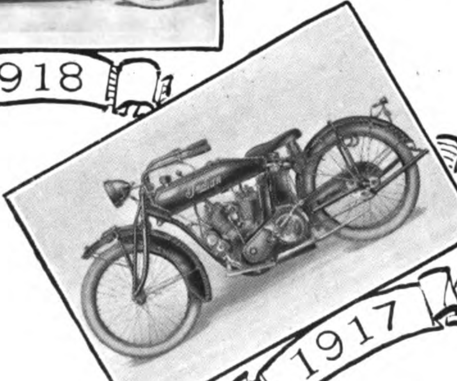

1921

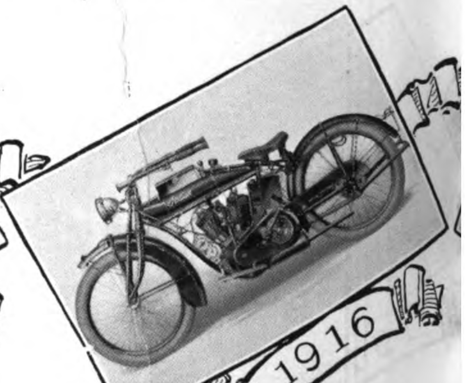

1920

HENDEE MANUFAC
The Largest Motorcycle
SPRINGFIELD, MASS

1918


1919


1917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In May 1901 Indian made i

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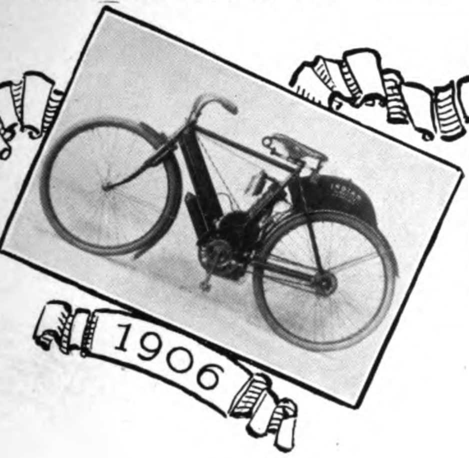
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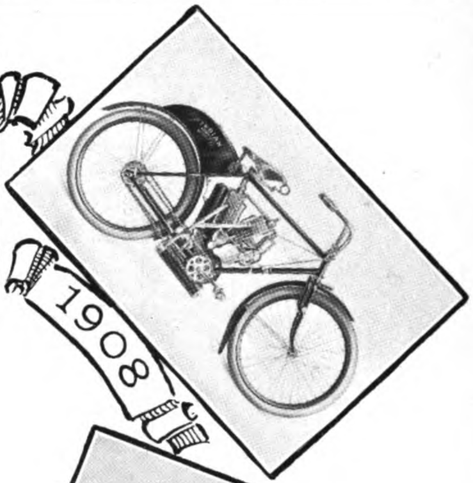
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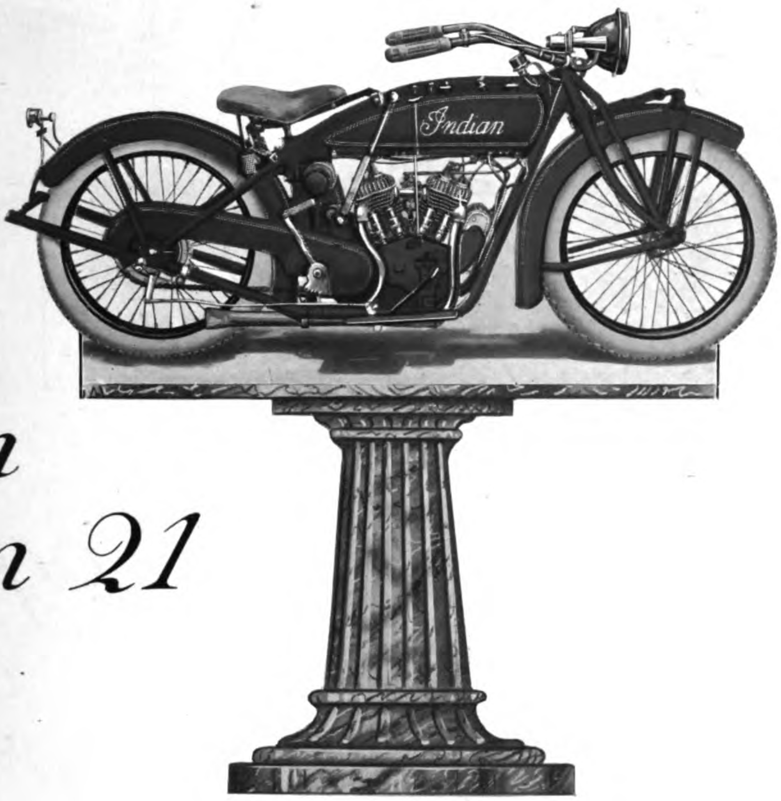
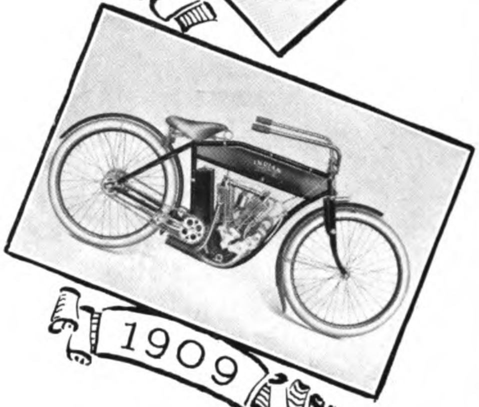

1923 *Scout*

TURING COMPANY

Manufacturer in the World

ACHUSETTS, U.S.A.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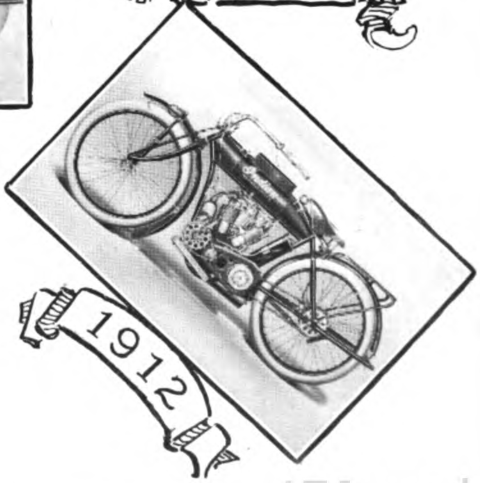
1910

1911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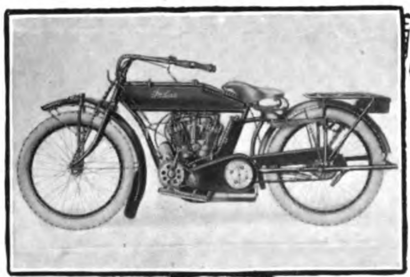
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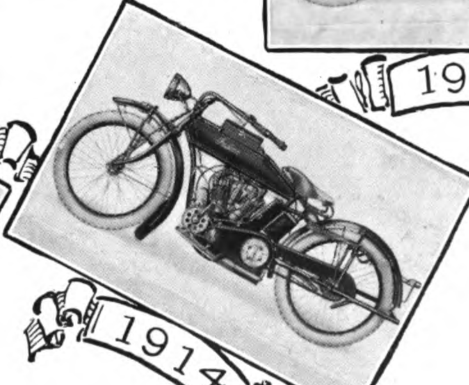
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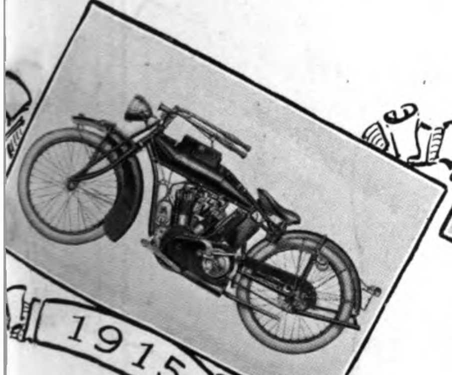
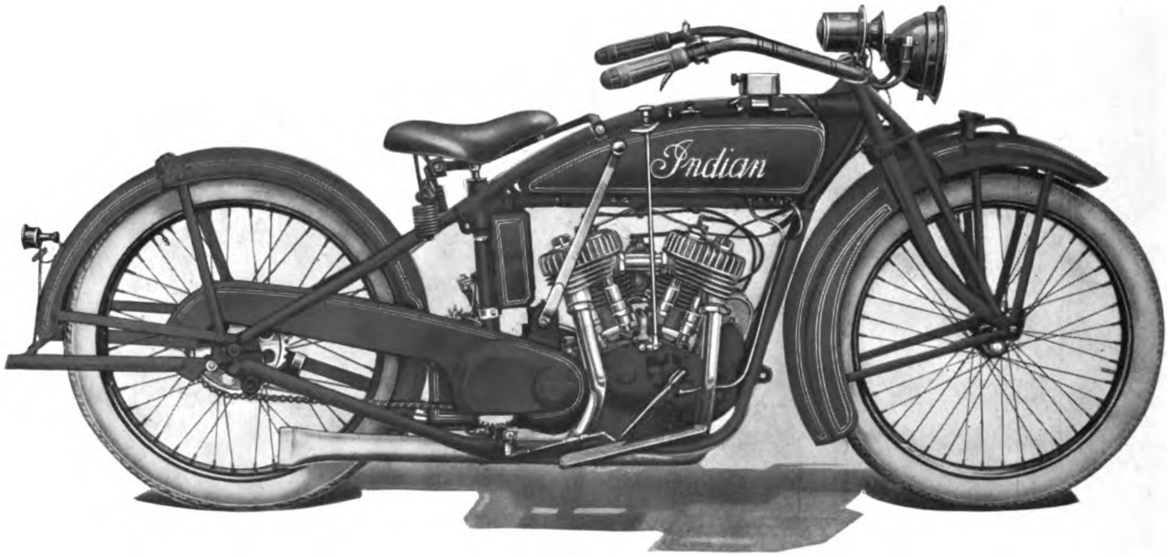

1915

initial road performance

Twenty First Anniversary Announcement



Indian Chief

The Big Brother of the Indian Scout

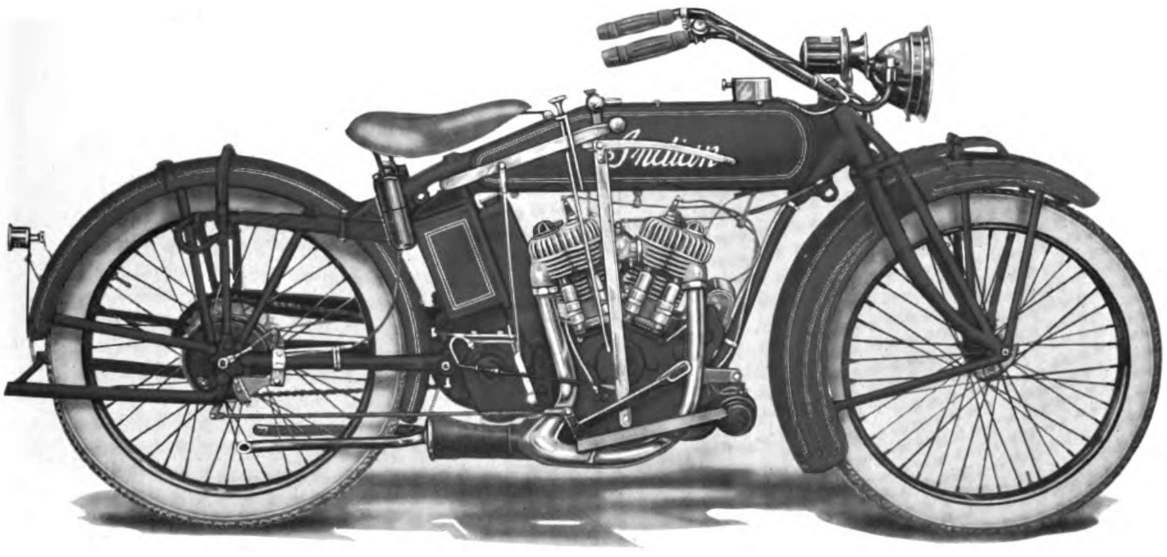
THE "Heavy Duty Plugger" is the term justly applied to the INDIAN CHIEF. Like its famous little brother, the Scout, it is away ahead of the motorcycle procession from a standpoint of quality and up-to-the-minute design. Every line from hub to hub emphasizes distinction, strength and beauty. A glance is all that is required to show that the Chief is every inch a thoroughbred.

Designed to meet the popular demand for a heavier and more powerful machine, embodying Scout engineering principles, the Chief was introduced one year ago and has established itself in the hearts of particular buyers who demand and recognize the best.

Twenty-five per cent price reduction with improved design covers in a nutshell the INDIAN CHIEF for 1923. Just think that over. Identically the same machine as offered last year, except for improvements which add to manufacturing cost at a price twenty-five per cent lower.

In view of the fact that the INDIAN CHIEF is used very largely for side car work, the frame construction in the 1923 model has been greatly strengthened and reinforced. Heavier gauged tubing is used in the lower frame members, while the rear fork is reinforced and strengthened by the addition of a new cross bar. A new improved valve release lever similar to the one supplied on the INDIAN SCOUT is regular equipment on this model.

In May 1901 Indian made its initial road performance



Indian Standard

The Cradle Spring Frame Model

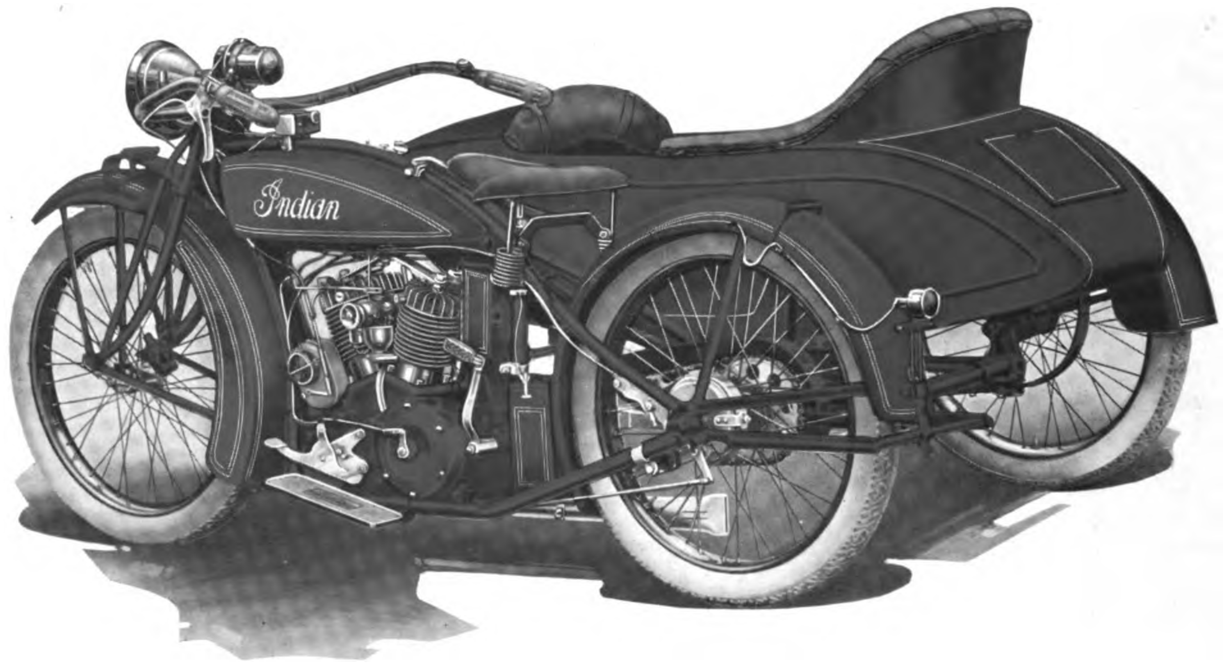
LITTLE explanation is required in presenting the third model which rounds out the INDIAN line for 1923, as the INDIAN STANDARD with Cradle Spring Frame now enters its tenth year as a part of the INDIAN line.

The principle of the Cradle Spring Frame, an exclusive patented INDIAN feature, is exactly the same as when introduced ten years ago, although the improvements and refinements which have been incorporated in this model since its inception have been so numerous that it is barely recognized as the same machine. This is evidenced by studying the 1913 INDIAN as shown in the center page spread in this announcement.

Designed to satisfy those who desire maximum of comfort and riding ease, the INDIAN STANDARD has been a popular seller for ten years. Its reputation and renown is world-wide. It is a fixed and essential part of the complete INDIAN line. The features of the Cradle Spring Frame alone have built up a following in the motorcycle field of which its manufacturers are justly proud.

The price of this model has been substantially reduced. In fact, never in our history has it been lower than is quoted for 1923.

Twenty First Anniversary Announcement



Indian Chief, with Princess Sidecar

WHILE popular as a solo machine, the INDIAN CHIEF is essentially a side car model. Coupled with the Princess side car, it blends itself into one pleasing, sturdy unit which has gained tremendous popularity in its first year of existence.

The Princess side car was designed by the same engineer responsible for the INDIAN CHIEF which accounts for perfect harmony in appearance as well as the wonderful balance and ease of control. These features are so striking that the INDIAN CHIEF with Princess side car attached is usually accepted as one unit rather than a motorcycle with attachment.

For 1923 the price of the Princess side car is substantially reduced.

> *The two unit electrical system which means separate units controlling lighting and ignition, represents additional value, approximately equal to the price of a magneto itself.*
>
> *However, this system is recognized as the best, is regarded as essential to highest quality and maximum efficiency by the best automotive engineers and is, therefore, regular equipment on every electrically equipped* INDIAN *model.*

HENDEE MANUFACTURING COMPANY
"Largest Motorcycle Manufacturers in the World"
SPRINGFIELD, MASS., U. S. A.

In May 1901 Indian made its initial road performance

Frank J. Weschler Heads Hendee Co.

Board of Directors Makes Him General Manager and Places Him in Complete Charge of All the Company's Activities

FRANK J. WESCHLER has been appointed Vice-President and General Manager by the board of directors of the Hendee Manufacturing Company, thus placing him in complete charge of all of the activities of the company.

Heretofore Mr. Weschler, in his capacity as Vice-president and Treasurer of the Company, has had supervision of the administrative departments while Col. L. O. Hubbell, whose resignation was accepted at the same meeting of the directors, has been Vice-President in charge of operations.

John D. Stephens, who has held the position of Assistant Treasurer, has been advanced to the position of Treasurer. Parmly Hanford continues as Secretary and also acts as clerk and attorney.

The elevation of Mr. Weschler and placing him in full charge of all the activities of the Hendee company will prove decidedly popular throughout the entire trade. The satisfaction will not be confined to the Indian organization or to Indian dealers with whom Mr. Weschler has always been a favorite.

Everyone in the industry likes F. J. as a man and respects his ability as an executive. That he is to guide the Hendee policies in the future may be considered a distinct advantage to the whole industry.

Few men are as well known and as thoroughly liked. Through the many years of his association with the trade, both in the bicycle and the motorcycle field, for like most of the leaders in the industry he began in the bicycle field, he has been a booster.

This was back in 1898 when he entered the repair and service department of the Black Manufacturing Co., in his native town of Erie, Pa. From that time on he has been steadily advancing, making friends along the way. The Black company made Tribune and Blue Streak bicycles. When the combine or so-called bicycle trust was perfected the Black company joined the association and in 1902 the plant was closed and its activities transferred to Westfield. Weschler was one of a dozen of the Black employees who were also transferred to Westfield where he remained, holding various responsible positions until he joined the Hendee company in 1906 as Director of Sales. In 1909 he was elected clerk and in 1910 he became treasurer.

During these years he has seen the company grow from a small plant employing 35 men to its present place of recognized vantage as a world leader in the motorcycle industry. During these sixteen years he has always been broad-minded and progressive, keenly alert to advance the best interests of his own organization but equally conscious of the fact that the prosperity of the industry as a whole was necessary to the prosperity of the individual organizations within the industry. Every movement for the general welfare has had his hearty sanction and his active hard work. He is not one of the "let George do it" kind. This is why he is now at the head of his organization.

F. J. Weschler, Vice-President and General Manager of the Hendee Mfg. Co., Springfield, Mass.

As a member of the M. and A. T. A. board of directors he has been a potent influence in building up the efficiency of that organization. As a member of the show committee his advice and suggestions have been worth-while helps in putting over the national shows. He is also one of the three representatives of the M. and A. T. A. on the board of directors of the Cycle Trades of America. No gathering of the trade is ever complete without Weschler.

John D. Stephens, who becomes Treasurer of the Hendee Co., has been with the organization for 13 years and Secretary Hanford has been associated with the company for five years.

Col. Hubbell, who retires on account of ill health, joined the Hendee Co. in 1920 as a director of the corporation, Vice-President in charge of operations. He came from the army where he had served in the ordnance department as commandant of the Springfield Armory. Previous to entering the ordnance department he was with the Westinghouse Co. at Springfield and prior to that was with the Pope Mfg. Co.

HAVE YOU SEEN THIS OUTFIT?

HARRY R. EMBLY, 212 Pine street, Wilmington, Del., reports that his Indian motorcycle and sidecar has been stolen. It was a 1916 motorcycle with a 1915 sidecar, motor No. 74H155. The Delaware registration is No. 233 and title registration No. 16961. The connecting links on the front forks were 1921 model. The frame was cracked under the saddle.

KEYSTONE A. B. L. TRIALS

RIDING like a seasoned veteran of the bicycle sport, Patrick Pard, of the Quaker City Cycling Association, annexed the Pennsylvania District title by winning every race of the series. Pard, 14 years of age, finished fourth in a recent 60-mile handicap race, and no doubt received much first hand learning from this race, that proper training, etc., are needed for the young cyclists to reach their goal and at all times managed to keep up with the local anklers in their training trips before the championship series.

About Half *of* Rallyites Were Registered

WHEN the register was closed at Rally Headquarters on the Rochester Exposition Grounds, last Thursday noon, 623 names had been recorded, representing nineteeen states and Canada. New York was naturally the banner state, having 243 registrations to her credit. Next came Pennsylvania with 85, Ohio with 62, New Jersey with 49 and Massachusetts with 32. Canada did herself proud with 45 registrations.

The total of 623 does not represent the total number of riders who were in attendance. It is probably nearer to being half the number. Many of those who only came for one day or who came especially for the hill climb, failed to register, because of the fact that registration involved a fee of $3. The $3 paid for four nights' lodging in the dormitory, two special meals, and included admission to the hill climb, which was very reasonable for those who were in attendance several days, but one-day rallyites could get by at much less expense by not registering. Next year there will doubtless be some provision made for registering the transients as well as those who put in the full time at the rally.

Following is a list of those registered, classified by states:

CONNECTICUT

Anna B. Coleman	Putnam
Mike Coleman	Putnam
Stanley Dibble	Naugatuck
Garland Duff	Waterbury
A. Frausechina	So. Manchester
Andrew Goldsnider	So. Manchester
Chas. Gurley	Pomfret Center
H. L. Hancock	New Britain
E. Frost Knapp	Torrington
James Lang	Waterbury
Wm. Lang	Waterbury
Walter Madden	So. Manchester
Anthony Markey	Norwich
A. J. Mathiew	Williamantic
L. A. T. Petersen	Waterbury
Mrs. L. A. T. Petersen	Waterbury
Mrs. E. Mathiew	Williamantic
F. A. Moore	Danielson
Mrs. F. A. Moore	Danielson
R. O. Recknagel	New Britain
Mrs. Lucy Smith	Pomfret Center
Alfred E. Spears	Norwich
J. H. Tumicki	Norwich
Harry R. Peck	Bridgeport
Wm. Shaw	So. Manchester

COLORADO

Floyd Clymer	Denver
Mrs. Floyd Clymer	Denver

ILLINOIS

Herb. Quimatte	Chicago
Frank Schwinn	Chicago
Fred Stanford	Chicago
T. J. Sullivan	Chicago
P. J. Larmon	Chicago
Irving Barnard	Chicago
Earl Berg	Chicago
A. B. Coffman	Chicago
W. D. Callender	Chicago
J. B. Dahl	Chicago
Mrs. J. B. Dahl	Chicago
R. W. Enos	Chicago
W. Fitzgerald	Chicago
Wm. Freeman	Chicago
Ray E. Garner	Chicago
A. J. Green	Chicago
Gid Haynes	Chicago
U. A. Hicks	Chicago
A. O. Lemon	Chicago
Mrs. A. O. Lemon	Chicago
Wm. B. Mayor	Chicago
Wesley Paulson	Chicago
Mrs. W. G. Paulson	Chicago
Joe Brassard	Chicago
L. E. Fowler	Chicago
Mrs. L. E. Fowler	Chicago
Bill Murphy	Rockford
B. M. Adams	Springfield

INDIANA

Mrs. B. J. Rathbun	Angola
Bruce J. Rathbun	Angola
Geo. Von Staden	Indianapolis
Joe Waenberghe	Mishawaka
Geo. T. Briggs	Indianapolis
Ralph Fogle	Michigan City
Mrs. R. Fogle	Michigan City
L. J. Henderlong	Michigan City
Mrs. B. Nielsen	Michigan City

NEXT YEAR'S DATE

THAT the rally was considered a success by everyone who attended is evidenced by the fact that before the second day was passed there was a discussion whenever two or more rallyites met as to when the 1923 rally should be held. Considerable sentiment was evident for earlier in July, the week of the Fourth being a favorite. It was argued that the opening day could be Monday and the closing Wednesday, July 4. Saturday and Sunday would thus be available for touring to the rally and the last of the week for a leisurely tour home. A three day program was considered long enough by the majority.

MARYLAND

G. C. Sandruck	Baltimore
Paul R. Weldie	Centerville
Louther Youngblood	Cumberland
C. L. Zembower	Cumberland

MASSACHUSETTS

A. A. Anderson	Springfield
Fred S. Arnold	Haverhill
Frank Bartoloneo	Leominster
Armond Brassard	Leominster
Mrs. A. Brassard	Leominster
E. Buffum	Springfield
John Crowley	Groton
Frank H. Dunham	Springfield
Edna S. Dunham	Springfield
Geo. F. Flibbert	Leominster
W. Gamache	Fitchburg
Mrs. W. Gamache	Fitchburg
J. B. Gamache	Fitchburg
Mrs. J. B. Gamache	Fitchburg
Carl Johnson	Leominster
Mrs. H. E. Johnson	Leominster
Harold Landry	Shirley
J. B. McNaughton	Springfield
Adam Maroncelli	Haverhill
E. H. Needham	Dorchester
Mrs. E. H. Needham	Dorchester
J. H. O'Brien	Huntington
G. A. Gove	Brockton
Mrs. G. A. Gove	Brockton
H. F. Shaw	Everett
Mrs. H. F. Shaw	Everett
E. W. Stack	Springfield
F. J. Weschler	Springfield
F. L. Withey	Brockton
H. G. Ramsey	Uxbridge
H. S. Clark	Milford
Charles Franklin	Springfield

MICHIGAN

Wm. Sakkers	Holland
Leo Tysor	Detroit
John Daneck	Detroit
Wm. Appledorn	Holland
C. H. Dunham	Detroit
A. Lemaigre	Detroit
Mrs. A. Lemaigre	Detroit

MINNESOTA

H. J. Hauck	St. Paul
Leo N. Herrick	Rochester
Mrs. Leo Herrick	Rochester

MISSOURI

Johnny Hurck	St. Louis
Jack Hurck	St. Louis
V. J. Lowenstein	St. Louis

NEW HAMPSHIRE

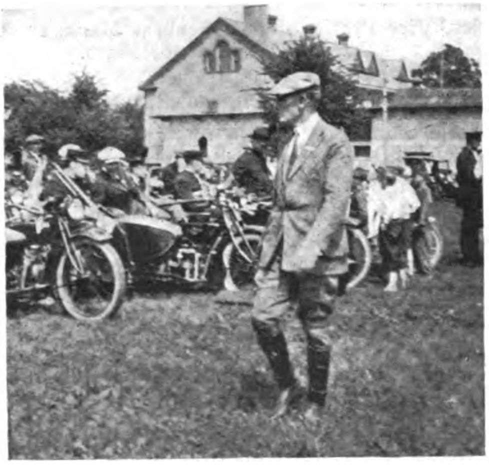
Pete Forest	Manchester
Oscar Lein	Manchester
Harvey Pichette	Manchester
Oswald Wolfe	Manchester

NEW JERSEY

C. Bakels	Paterson
Gus Bley	Paterson
J. L. Burke	Paterson
Art. G. Burr	Elizabeth
Carl Bush	Newark
Wm. Coonradt	Newark
Mrs. Wm. Coonradt	Newark
Edw. Fritz	Newark
Allan Hascall	Newark
E. B. Holton	Newark
Wm. Hoppe	Ridgefield
J. Iapalucci	Camden
Fred Jones	Paterson
R. W. Koester, Jr.	Metuchen
F. H. Lammerding	Elizabeth
Norton D. Lantz	N. Bergen
Chas. Latterman	Park Ridge
Mrs. E. T. Latterman	Park Ridge
John Luima	Paterson
Mrs. J. Luima	Paterson
John J. McLoughlin	Bloomfield
Thos. A. McLoughlin	E. Orange
Martin Maul	Paterson
Philip Obach	Ridgefield Park
Emilio Pereni	Philipsburg
Mrs. E. M. Plitka	Newark
Andrew Plitka	Newark
H. E. Hill	Newark
Mathew Ray	Newark
Jos. H. Rexon, Jr.	Collingswood
P. Sanderl	Elizabeth
Wm. Slack	Paterson
John B. Smith	Newark
Chris. Stamm	Newark
Orrie Steele	Paterson
John Tait	North Bergen
Chas. D. Todd	Rutherford
Mrs. C. D. Todd	Rutherford
Chas. Versele	Paterson
Wm. White	Paterson
Robert J. Williard	Newark
Mrs. R. J. Williard	Newark
C. Jedele	Newark
Mrs. C. Jedele	Newark
O. Smith	Newark
Fay Miles	Jersey City
James Kennedy	Jersey City
Esther Stevens	Newark
James Keeley	W. New York

NEW YORK

Carl O. Anderson	Brooklyn
D. G. Anderson	Rochester
R. Anderson	Rochester
Roland C. Ash	Rochester
Mrs. R. C. Ash	Rochester
H. W. Ash	Rochester
Mrs. H. W. Ash	Rochester
Mrs. Grover C. Ash	Rochester
Ralph Asker	Laconer
Burt Baker	Saratoga Springs
Jennie Baker	Saratoga Springs
Art Bartold	Rochester
Frank J. Berry	Rochester
Robt. Brown	Union
Chester E. Burg	New York City
Margaret Busse	Rochester
Edgar H. Buck	Troy
Earl Buzzell	Elmira
B. F. Banker	Corning
Mrs. B. F. Banker	Corning



Walter Davidson gives them the once over

General Manager C. W. Plass, of the Ace, takes a sidecar ride

S. R. Cady	Rochester
Mrs. S. R. Cady	Rochester
Frank A. Caton	Rochester
Mrs. Frank A. Caton	Rochester
W. L. Carman	Rochester
S. E. Chase	Schenectady
W. J. Chorley	Syracuse
Mrs. W. J. Chorley	Syracuse
Julian Church	Syracuse
Mrs. J. Church	Syracuse
Mrs. P. Clapp	Livonia
Chester J. Cocker	Rochester
Mrs. C. J. Cocker	Rochester
Eric Critchley	Pittsford
Mrs. Clara Critchley	Pittsford
John W. Crouse	Utica
W. J. Cameron	New York City
Elmer Damuth	Rochester
Wilbur A. Davenport	Walden
Medard DeConnick	Rochester
Mrs. M. DeConnick	Rochester
Anthony DeMay	Rochester
Mrs. Frances DeMay	Rochester
Elmer Depotie	Rochester
Mrs. E. Depotie	Rochester
W. L. Dolph	Rochester
L. E. Downes	Rochester
Mrs. L. E. Downes	Rochester
Geo. Dekoker	Rochester
T. End	Rochester
James F. Fynmore	Syracuse
Alfred H. Feldmann	Brooklyn
W. W. Fenton	Elmira
E. W. Fish	Rochester
Wm. H. Fonda	Amsterdam
Mrs. H. Fonda	Amsterdam
A. C. Fritz	Rochester
Perry P. Frucht	Rochester
Wm. Gebo	Rochester
Mrs. Wm. Gebo	Rochester
Martin Ghysell	Rochester
Mrs. M. J. Ghysell	Rochester
Frank Geoltz	Rochester
E. K. Gordon	Syracuse
H. J. Gritzback	Schenectady
Lee H. Guilco	Elmira
Mrs. H. H. Gunn	Rochester
Iver Haagstad	Brooklyn
O. A. Haase	Coldwater
Betty E. Hahle	Rochester
Chas. J. Haner	Union
Mrs. C. J. Haner	Union
Chas. V. Hauck	E. Henrietta
Mrs. C. V. Hauck	E. Henrietta
Wm. Herring	Rochester
Jay E. Hilts	Rochester
Geo. Holder	Rochester
Nicholas J. Huff	Rochester
Mrs. N. J. Huff	Rochester
F. L. Hunt	Rochester
Mrs. F. L. Hunt	Rochester
H. Howard	New York City
Austin Heater	Elmira
Clarence Ives	Lockport
Marie Ives	Lockport
H. R. Jutton	Syracuse
Mrs. H. R. Jutton	Syracuse
Harry E. Kay	Ossining
Frances V. Kay	Ossining
Jos. Klich	Rochester
Mrs. J. Klich	Rochester
Geo. Kline	New York City
E. W. Kreutzberg	New York City
Wm. F. Kuefer	Rochester
Mrs. Wm. Kuefer	Rochester
Miss M. Lennon	Rochester
Jas. Lake, Jr.	Brooklyn
Mrs. J. Lake, Jr.	Brooklyn
J. LaRomde	Syracuse
Mrs. J. LaRomde	Syracuse
Mildred Lawrence	Rochester
Edward Lighthouse	Rochester
Glynn Lockner	Utica
Jno. W. Lockner	Utica
Mrs. N. Lockner	Utica
L. Lockwood	Oneonta
Mrs. L. Lockwood	Oneonta
Frances L. Loeb	New York City
Raymond Lutz	Rochester
Ralph F MacGill	Rochester
L. E. McCrossen	Rochester
Gerard Maier	Rochester
Elizabeth A. Marz	Rochester
Miss D. Mason	Rochester
Irving Meeker	Saratoga Springs
Mrs. I. Meeker	Saratoga Springs
Vincent Mellen	Syracuse
Joe Merkel	Rochester
H. Mesinger	New York City
Wm. F. Mesinger	New York City
Frank Meyers	New York City
Elmer Mothrop	Rochester
Mrs. E. Mothrop	Rochester
Miss M. May	Angelica
Geo. Meyer	Rochester
Geo. L. Miner	Rochester
H. E. Nagell	Rochester
W. Nelson	Albany
W. E. Ozard	Elmira
W. H. Parsons	New York City
Lloyd M. Payne	Binghamton
Mrs. L. M. Payne	Binghamton
Reggy Pink	Westchester
Bernard Polle	Rochester
L. E. Popeck	Phelps
Mrs. L. E. Popeck	Phelps
Edw. F. Popkiss	Rochester
Miss M. E. Pecard	Syracuse
John Rapp	Scottsville
Rudolph Rasmussen	New York City
Victor Rasmussen	New York City
Jos. Rhodes	Utica
Mrs. E. Rhodes	Utica
A. C. Rice	Rochester
C. M. Rice	Syracuse
Samuel Robertson	Little Falls
Arthur J. Rochow	Rochester
Mrs. A. J. Rochow	Rochester
Norma Rochow	Rochester
Sam Rollings	Flushing, L. I.
Nicholas Rowvina	Rochester
Eugene F. Ross	Troy
Wm. H. Ryckman	Newark
Mrs. W. H. Ryckman	Newark
Carl O. Settle	Saratoga Springs
H. C. Schoenheit	Rochester
Mrs. H. C. Schoenheit	Rochester

A corner of the men's dormitory

John Schneiderman	New York City
Miss C. Smith	Rochester
Florence Smith	Rochester
H. V. Smith	New York City
Nelson L. Smith	Buffalo
Helen P. Smith	Rochester
Geo. H. Smith	Rochester
F. W. Snook	New York City
Jack W. Snyder	Rochester
Miss E. Snyder	Rochester
Miss Harriet M. Stevens	Rochester
O. D. Stuart	Rochester
Mrs. O. D. Stuart	Rochester
Donald S. Sutherland	Rochester
Ethel Sutton	Livonia
A. Sylvester	Rochester
Mrs. A. Sylvester	Rochester
H. Swetfager	Utica
Harold Thompson	Rochester
Mrs. H. Thompson	Rochester
F. B. Towner	Rochester
Mrs. F. B. Towner	Rochester
Richard Towner	Rochester
Mrs. R. Towner	Rochester
L. J. Traynor	Syracuse
Mrs. L. J. Traynor	Syracuse
Wm. H. Turner	Rochester
Mrs. W. H. Turner	Rochester
Frank Uebelacker	Rochester
A. J. Uebelacker	Rochester
Mrs. A. J. Uebelacker	Rochester
Walter Van Epps	Rochester
Mrs. W. Van Epps	Rochester
Andel S. Van Erde	Bronx, N. Y.
A. Van DeVelde	Rochester
J. C. Viggers	New York City
Robert Waddy	Rochester
Daniel Wagner	Utica
Edward Wahl	Rochester
Mrs. E. Wahl	Rochester
Peter Waser	Rochester
H. Watson	Brooklyn
G. C. Williams	New York City
Park Winship	Salamanca
Elmer H. Wood	Rochester
Mrs. E. H. Wood	Rochester
Bernhard Wornlund	Brooklyn
Clinton Wright	Rochester
Geo. Yager	West Oneonta
Mrs. G. Yager	West Oneonta
Horace A. Yale	Syracuse
Mrs. H. A. Yale	Syracuse
S. F. Yarrow	Syracuse
Nat Yuster	New York City
Henry Bush	Elmira
Carol Clark	Binghamton
Henry Fanning.	Elmira
S. B. Francisco	New York City
Harry H. Frank	Rochester
Mrs. James Fynmore	Syracuse
Mrs. Mabel Garrity	Lockport
Robert Haney	Solvay
Fred Haney	Solvay
Miss Helen Hetzler	Rochester
B. E. Jewell	Binghamton
W. J. Ruhle	Brooklyn
Fred Wienand	Herkimer
Mrs. F. Wienand	Herkimer
C. H. Truesdale	Rochester
Mrs. C. H. Truesdale	Rochester
John K. Keyes	Troy
August Warnken	Troy
Lee Hale	Olean
F. D. Martin	Ithaca
C. V. Goetchius	Ithaca
Joe Gregory	Olean
E. D. Garrity	Lockport
Clarence W. Jones	Elmira
E. N. Jones	Elmira
Geo. F. Ells	Elmira
I. D. Shopiro	Syracuse
F. F. Dennis	Newark
Mrs. Fred Bush	Rochester
Fred G. Bush	Rochester
A. R. Child	Astoria, L. I.
F. J. Foster	New York City
J. F. Foster	Rochester

OHIO

Marshall C. Andrews	Rocky River
Carl S. Baehr	Cleveland
Wm. A. Brennan	Cleveland
Mrs. Wm. A. Brennan	Wooster
J. R. Bruce	Akron
Ray Bertele	Columbus
R. J. Claprod	Columbus
Mrs. R. J. Claprod	Cleveland
W. J. Coryall	Euclid Village
Mrs. G. G. Crandal	Cleveland
Glenn G. Crandall	West Milton
Wayne Duncan	Cleveland
Lloyd Dunning	Wadsworth
Glenn Durling	Wadsworth
Mrs. G. Durling	West-Milton
Roy Farver	Akron
C. H. Gerhold	Akron
Mrs. C. H. Gerhold	Cleveland Hts.
A. J. Hall	Akron
Leo Farnbaugh	Lakewood
Chas. H. Hinslea	Bay Village
W. E. Mellander	Cleveland
Herbert B. Myers	Cincinatti
Wilbur Krueger	Barberton
Geo. Gazber	Barberton
Mrs. Geo. Gazber	Marion
J. R. Harper	Cleveland
Edwin J. Hawkins	Dayton
Ray E. Hornick	Cleveland
Adolph Jarolimck	Marion
Fay D. Kuhn	Dayton
L. V. Lambert	Cleveland
Wm. J. Listen	Newark
J. T. McCabe	Cleveland
R. S. McConnell	Cleveland
Dave Matchett	Newark
W. J. Moore	Cleveland
E. J. Mueller	Toledo
A. R. Oberwagner	
Mrs. A. R. Oberwagner	Toledo Marion
L. G. Peoples	Marion
Mrs. L. G. Peoples	W. Milton
R. A. Peters	Cleveland
Don A. Phiney	Mt. Eaton
Lee I. Schaffter	Mt. Eaton
Mrs. L. I. Schaffter	Cleveland
Henry Sill	Cleveland
John Sinclair	Cleveland
Paul A. Sperry	Cleveland
R. P. Thomas	Cleveland
John Theiss	Cleveland
Rudy Volenchek	Newark
V. P. Welsch	Cleveland
F. D. Wendell	Wellsville
Ray Wilson	Wellsville
Miss D. E. Wilson	Columbus
Chas. Wolfe	Columbus
Mrs. Chas. Wolfe	Negley
C. A. Young	Loudonville
H. H. Young	Loudonville
H. S. Young	Loudonville
Mrs. H. S. Young	Loudonville

Irving Barnard gives an imitation of a man thinking

PENNSYLVANIA

C. B. Amberson	Pittsburgh
G. E. Atkins	Reading
P. J. Bailey	Philadelphia
J. J. Banas	Pittsburgh
R. S. Beatty	Pittsburgh
A. D. Beckman	Erie
Mrs. A. D. Beckman	Erie
Geo. Bender	Pittsburgh
C. R. Boyer	Easton
John Bray	Pittsburgh
Roy J. Bierbour	Erie
Mrs. R. J. Bierbour	Erie
F. E. Brooks	Corry
Mrs. F. E. Brooks	Corry
Tony Catanzaro	Pittsburgh
A. R. Crawford	Uniontown
Howard Dewalt	Allentown
Bud Eisenberg	Reading
W. S. Ellis	Uniontown
Walter M. Furlong	Erie
Mrs. W. M. Furlong	Erie
Wilbur Gable	New Galilee
C. H. Garmeyer	Camp Hill
Marie F. Germeyer	Camp Hill
R. C. Gilbert	Pittsburgh
Daniel Gehris	Reading
Roy L. Gais	Williamsport
Chas. A. Haines	Harriman
Mrs. C. A. Haines	Harriman
Wm. P. Hall	Pittsburgh
August Hardner	Erie
E. M. Haskins	Susquehanna
W. G. Henderson	Philadelphia
Henry Hoff	Pittsburgh
C. O. Hollen	Pittsburgh
Jos. Joyce	Pittsburgh
Skip Kruger	Philadelphia
Cameron Kaup	Pittsburgh
Solomon Kulp	Reading
Joseph Larcher	McDonald, Pa.
Albert McMullan	Pittsburgh
Robert Martz	Harrisburg
Jos. W. Miller	Uniontown
Michael Morgan	Pittsburgh
Ruth Morgan	Pittsburgh
Mrs. M. E. Morgan	Pittsburgh
Alex Morrison	Philadelphia
W. E. Oaks	Johnstown
Mrs. W. E. Oaks	Johnstown
C. W. Plass	Merion
Ralph R. Peters	Allentown
Mrs. R. R. Peters	Allentown
Curwin L. Rinehart	York
Mrs. C. L. Rinehart	York
A. G. Schmidt	Pittsburgh
John Scharle	Allentown
T. A. Schumacker	Pittsburgh
Chas. J. Seip	Allentown
F. S. Sensman	New Kingston
J. E. Shaffer	Altoona
Mrs. J. E. Shaffer	Altoona
F. A. Shottenheimer	McDonald
Max M. Sladkin	Philadelphia
Robert Sperrow	Newberry
John Q. Steely	Williamsport
J. W. Thomas, Jr.	Greensburg
Jos. Vieyra	Erie
Catherine Vieyra	Erie
Miss Louise Weschler	Erie
E. F. White	Harrisburg
Wm. Whitehead	Allentown
Ethel Winchell	Elizabethtown
Henry Wingerter	Erie
John R. Yake	Pittsburgh
Frank S. Zell	Middletown
C. Zimmerman	Philadelphia
Mrs. C. Zimmerman	Philadelphia
J. E. Hershelman	Erie
E. L. Shade	Erie
M. Davis	Erie
Ed. Berry	Erie
Robert M. Patterson	Allentown
John D. Newhart	Allentown
Mrs. J. D. Newhart	Pittsburgh
Samuel Froehlich	Harrisburg

RHODE ISLAND

Chas. H. Andrews	Washington
Chester L. Davidson	Greenwood
Walter Duclos	Arctic
Geo. A. Hunters	Pawtucket
G. W. Linker	Providence
David Theroix	Central Falls
G. L. Theroix	Central Falls
Lester Wightman	Pawtucket

TEXAS

P. B. Whitney	Fort Worth
R. E. New	McKinney

VERMONT

S. A. Patterson	Bennington
Mrs. A. Patterson	Bennington

VIRGINIA

Harry Hoddinott	Charlottsville
Fred D. Hancock	Norfok
C. W. Pinnell	Richmond
Mrs. C. W. Pinnell	Richmond

WISCONSIN

Alvin H. Rose	Beloit
Guy E. Carleton	Beloit
Walter Davidson	Milwaukee
T. A. Miller	Milwaukee
L. C. Brunt	Milwaukee

CANADA

A. Richardson	Hamilton
R. W. Scaife	Toronto
W. R. Thomson	Toronto
Geo. Wood	Toronto
Mrs. N. Wood	Toronto
G. Grange	Toronto
W. Parker	Toronto
John O'Reilly	Toronto
Ed. Anderson	Toronto
Art Shuttleworth	Toronto
Ed. Friend	Toronto
W. Boniface	Toronto
Thos. Cassidy	Toronto
A. Murphy	Toronto
Harry Fralick	Toronto
Walter Andrews	Toronto
Arch Bentley	Montreal
Thos. Bentley	Montreal
R. F. Bleckstein	Montreal
Mrs. R. F. Bleckstein	Montreal
Edwin Blight	Toronto
A. Blumberg	Montreal
E. L. Brand	Toronto
Mrs. E. L. Brand	Toronto
Endore Brullotte	Montreal
Mrs. E. Brullotte	Montreal
W. Butler	Toronto
Armund Desautels	Montreal
Arnold O'Donnell	Toronto
George Evans	Montreal
Mrs. Geo. Evans	Montreal
Cyril Fletcher	Toronto
Jack Horachuk	Hamilton
M. Insky	Montreal
M. Lopez	Montreal
Mrs. M. Lopez	Montreal
Omer LaFortune	Montreal
F. H. Lemon	Toronto
H. F. Lemon	Toronto
A. N. Lemon	Toronto
Percy A. McBride	Toronto
Mrs. P. A. McBride	Toronto
J. Edw. Fuger	Strathmore
Mrs. J. Edw. Fuger	Strathmore
Fred Dolson	Toronto

BOSTON HARLEY-DAVIDSON AGENCY CHANGE

SEVERAL changes in Harley-Davidson representation are announced this week. The most important of these is the taking over of the Boston agency by the George Clift Co. W. J. Walker, who has held the agency for a number of years, has for some time back been devoting a good deal of his time to the distribution of an automobile truck in which he is interested, and the Sales Department at the factory felt that not enough of Mr. Walker's personal attention was being given to the marketing of Harley-Davidsons, so when Walker's contract expired a change was arranged.

George Clift, who goes to Boston, has been successful as a Harley-Davidson dealer at Worcester, Mass., for some years, where he also had an Exide battery service station. This has been disposed of to Paul Walker. Kendall Sanders will go with Clift to Boston and take charge of the service department of the agency. Clift is well financed and has a bright future before him in the motorcycle field.

The Worcester Harley-Davidson agency will be taken over by O. T. Sheldon, who has been successfully handling the New London, Conn., agency for the Harley-Davidson.

Another change is announced at Indianapolis, where Ernest Hughes has relinquished the Harley-Davidson agency. Paul Gott has taken it over and will operate under the name of the Paul Gott Co.

MIDWEST CONFERENCE

ENTHUSIASM and hearty approval of the 1923 prices, models and policies marked the midwest conference of Indian dealers arranged by U. A. Hicks, Chicago branch manager of the Hendee Manufacturing Company, at the Medford Hotel, Milwaukee, last Saturday. Mr. Hicks opened the meeting with a brief outline of the Hendee program for the new season. "We have the product and the prices," he declared, "and with the Continental Guarantee time payment plan as the dealer's silent partner there is no reason why 1923 should not be a banner motorcycle year."

One of the interesting talks of the evening was Ray Garner's impressions of the Rochester rally. Ray could not find adjectives appropriate to express his admiration for the way the M. & A. T. A. conducted the big motorcycle gathering. "We Westerners," he said, "have to get busy and boost for a Western rally or sectional rallies so that we can all take part and realize what a wonderful thing a really successful rally is and what it can be."

Jim Clark, who has the reputation for having created quite a demand for the Springfield product in a competing factory's back yard, gave a talk on actual experiences and impressions gained in years of Indian dealership. "The motorcycle dealer today has got to roll up his sleeves and get to work," he said. "Some of my best boosters and a class I am proud of, are the little fellows that come in with their little wagons and ask timidly, 'Mister, kin I oil my coaster?' They get as much courtesy as the fellow who is a good prospect for a big Chief. It counts. I know it, for I am the chief cash register operator in my establishment."

Bicycles were discussed by Hugh Sharp who said that while prices and models would not be revealed for 1923 until Sept. 1, there would be a surprise for Indian dealers when the news is broken. He urged the dealers to take seriouslv the value of bicycle sales as an adjunct to their business and said that the dealers who pushed bike business along with their regular motorcycle lines were taking a big step in reducing overhead expense, if not absorbing it entirely.

Dealers in attendance at the conference were: Ira Enmark, Minneapolis; R. L. Clark, Milwaukee; Higginbotham and Douglas, Waukegan; A. H. Gottschlick, Davenport; Herbert Johnson, Flint, Mich.; F. A. Fassler, Appleton, Wis.; Louis Schettl and J. G. McClellan, Manitowoc, Wis.; C. H. Cone, Sheboygan, Wis.; Mr. and Mrs. L. E. Hunt, Connersville, Ind.; S. J. De Lauries, Aurora, Ill.; W. F. Hess, Madison, Wis; Eddie Brayack, Gary, Ind.; Claude Smith, Rockford, Ill.; O. L. Swanson, Peoria, Ill.; J. J. Schlink and Walter Gordon, Fort Wayne, Ind.; J. H. Lawton, Racine, Wis.; L. H. Gamble, Kenosha, Wis.; W. F. Henderlong, Michigan City, Ind.; Don Hawks, Goshen, Ind.; A. A. Becker, Fennimore, Wis.; E. F. Horn, Antigo, Wis.; Ben Clark and William Knuth, Milwaukee, and E. M. Peck, Elgin, Ill.

Branch Manager Hicks had all his traveling salesmen present, including Garner, Sharp, Bill Freeman, Glenn Crandall and Clarence Multog and the Craver twins from the branch office, as well as Miss Weine, stenographer at the branch.

CAN ANY ONE HELP GID?

GID HAYES, the genial sales manager of the Excelsior Motor Mfg. and Sales Co. of Chicago, wants to buy an old high wheel in good condition. He would prefer a 52-inch Singer Apollo as that is what he rode when he was one of the boys. In those days roads were not what they are today. There were no boulevards stretching for hundreds of miles across the country. It was a long way from Rochester to Buffalo. The road was sandy, and it was a genuine feat for a bicycle rider to make the trip in 24 hours. Gid was the first to do it, in 1883. He now wants to get one of those wheels and play around on the Chicago Park Boulevards with it. If you have one for sale write to him.

MUST OBEY THE LAW

A SAN FRANCISCO motorcyclist, who believes in obeying the law, sent us in a clipping from a San Francisco paper, which gives a warning to reckless motorcyclists. We are reproducing the article, which bears a Sacramento date, in the hope that other riders will take heed. Our correspondent says that the conditions mentioned in the article are only too true and that unless a stop is made the game will be given a black eye. The article follows:

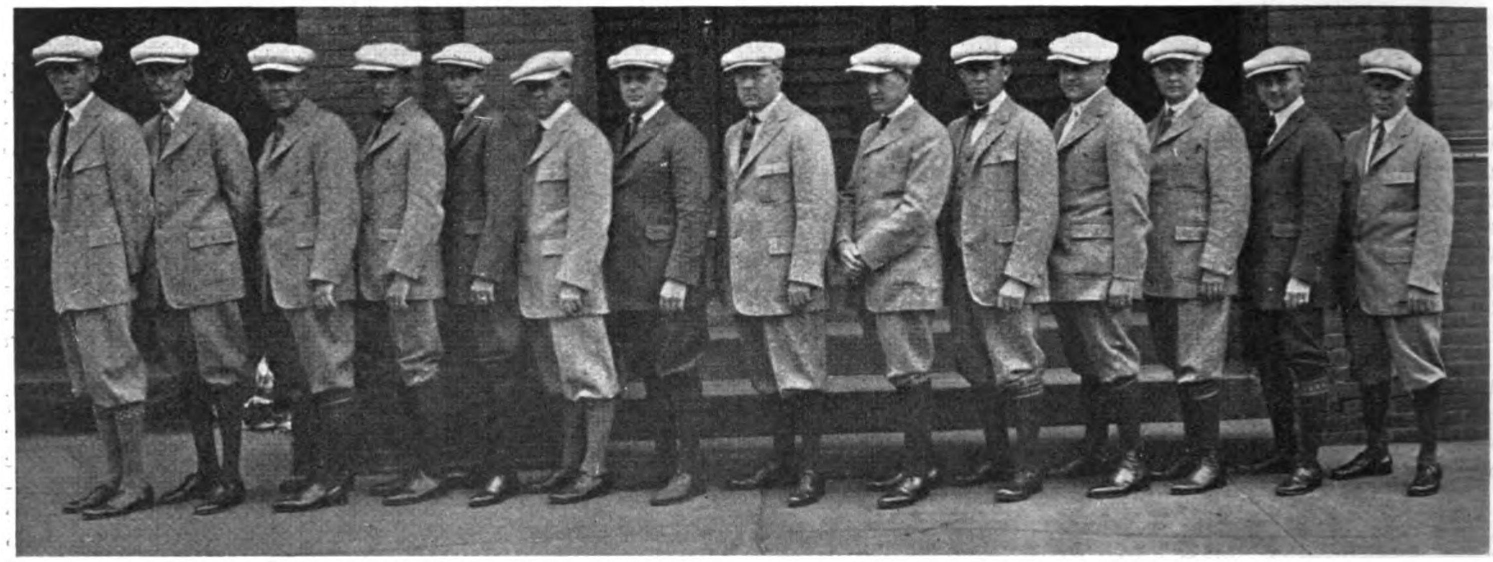
"Police and all other peace officers of California will be requested to centralize their efforts to bring a halt to motorcycle speeding on the State highways, according to Director Charles J. Chenu of the State Motor Vehicle Department, who says it has come to his attention, partly in the form of complaints and partly through his own observation, that motorcyclists have come to regard themselves as special exceptions from the speed laws. Chenu says they commonly speed along at 40 to 70 miles an hour, a menace to traffic, as well as to themselves.

"Motorcyclists," said Chenu, "must obey the law the same as automobilists. They are entitled to thirty-miles at night, not one mile more. They are also subject to all the regulations provided for an automobile and they must not consider themselves especially privileged to race up and down the highways, with mufflers open in towns, and without lights.

"Chenu says police and other peace officials have not paid as much attention to this class of traffic as they should, and so he is issuing an appeal to these officials to exercise special diligence in the future to stamp out motorcycle speeding and other law violations."

ANNUAL PICNIC OF HARLEY-DAVIDSON DEALERS

THE annual picnic of the Middle Atlantic States Harley-Davidson Dealers' Association was held at Spring Mount, Pa., on the Perkiomen Creek, about five miles from Collegeville, Pa. It was a grad success. The promoters were so well pleased with it that they intend to hold another in the near future. The Reading riders left the local dealer's store about 8:30, and arrived at 10:30. The Reading boys were met by the Trenton and Philadelphia riders, and they then proceeded to dig in for a big time. The Reading riders were in charge of Newhauser-Steirhoff, the local dealers. Freddy has resigned his position on the road and is going to devote his entire time to his interest in the local store. That they intend to sell Harley-Davidsons is evinced by the fact that they have stocked heavy in the 1923 models, and also that they have hired John Lane of Worcester, Mass., as their chief mechanic, to take the place of Warren Henwood, who has resigned to go back to the factory.



The Hendee sales division all dolled up in their neat rider sport suits. Left to right they are A. A. Anderson, assistant sales manager; E. W. Stack, assistant advertising manager; R. E. Garner, traveler, out of Minneapolis; Hugh Sharp, traveler, out of Milwaukee; J. J. O'Brien, Boston; J. B. McNaughton, sales and advertising manager; U. A. Hicks, manager Chicago branch; F. S. Long, Washington, D. C.; William Freeman, Chicago; P. B. Whitney, Southwestern representative; Harry Glenn, Atlanta, Ga.; T. C. Butler, Jr., Pacific Coast representative; C. F. Pineau, Richmond, Va.; Glen Crandall, Chicago

Indian Scout Is Reduced to $250

Corresponding Slashes Made in the Prices of Other Indian Models—A Standardized Line at Bed Rock Prices Is the Indian Offering For 1923

By W. H. Parsons

CAN anyone remember when you could buy for $250, a motorcycle, a real, honest-to-goodness, all-around motorcycle; one that would give you plenty of thrills and excitement as a solo mount; one that could be depended upon in all kinds of weather on all kinds of roads, to "deliver" to the limit of any reasonable demand that an average rider might put upon it?

If you do remember you are quite an old timer, for it was a long time ago. And these $250 motorcycles we bought "way back befoah de wah," as Harry Glenn would say, were not as good as the motorcycles of today, either.

A good many of us, taking into consideration the marked increase in prices of everything from toothpicks to player pianos, had begun to think that we would never again see an all-service motorcycle at $250. We knew prices were hurting the business but we couldn't just see how the all-around type of motorcycle could be manufactured and sold for a price low enough to overcome the growing feeling that motorcycles were unreasonably expensive.

But they had something up their sleeves, or under their blankets, or concealed somewhere else about the Indian Wigwam up at Springfield that we didn't know about. They had it all figured out, how they could reduce the Scout to $250 and get away with it.

So when I worked the combination on the wire door that guards the portals of Big Chief Weschler, the other day, I butted right into the middle of a heap big pow-wow. There was sub-chief J. B. McNaughton, otherwise known as manager of domestic sales and advertising, with his sub-sub chiefs, A. A. Anderson (assistant sales manager), and E. W. Stack (assistant advertising manager) and a whole flock of warriors (commonly designated as branch managers and traveling salesmen and dealers) all togged out in their war paint (meaning that every man of them was arrayed in a flossy new riding suit with cap to match). They were so busy looking over the proof sheets of the Hendee 1923 announcement which had just come from the printers that they didn't notice me. I rubbered over their shoulders and got a glimpse of the price schedule.

INDIAN PRICES SLASHED

The following comparative table shows how the axe has been applied to the Indian price tags:

	1923	1922	1921
Indian Scout, Model G.....	**$250**	$315	$400
Indian Scout, Model GE Electric	**285**	345	440
Indian Standard, Model N.	**275**	335	440
Indian Standard, Model NE	**310**	370	480
Indian Chief, Model HE...	**325**	435	480
Sidecar (including apron)..	**100**	120	145
Sidecar with adjustable axle	**105**	120	150

"Gosh," I exclaimed, "$250 for the Scout, that's some cut."

"Hey!" said Tommy Butler, "who let you in. Who told you we were ready to spill the beans to MOTORCYCLE AND BICYCLE ILLUSTRATED?"

"Nobody," I said. "I just had a hunch that it was about time I rubbered around and found out what you Redskins were up to."

"Well, now that you know, what do you think of it?" asked McNaughton.

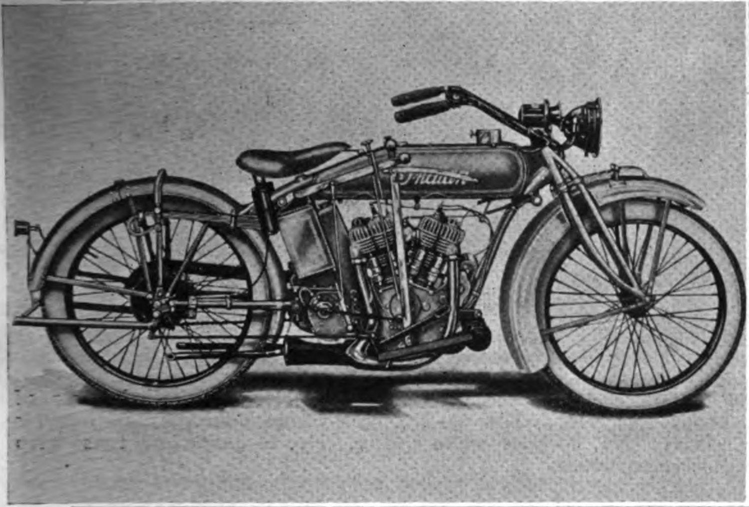
"It's heap big news and it'll make fine reading for both the dealers and the riders," I said.

"We think it's kind of a nice birthday present ourselves," remarked Chief Weschler.

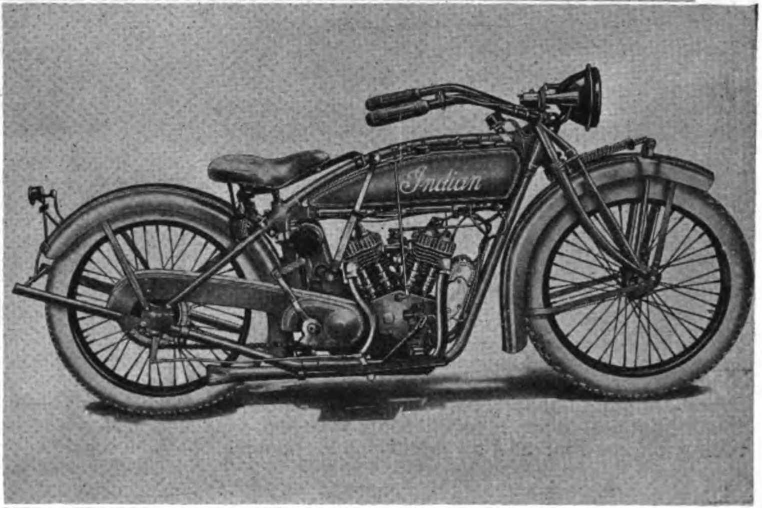
"Where does the birthday come in?" I wanted to know. Then they explained to me that the 1923 Indian models are the twenty-first annual offering of the Hendee Mfg. Co., the first finished Indian having made its initial road performance in May of 1901. So the Indian has reached his majority, but instead of receiving presents along with the congratulations of its friends as is the custom, the Indian accepts the congratulations and passes out the presents itself in the shape of better motorcycles at greatly reduced prices.

The Scout heads the list for 1923. Three years of service have demonstrated that it exactly meets the requirements of a general all-around machine, one that is easy to handle, as a solo mount, but suf-

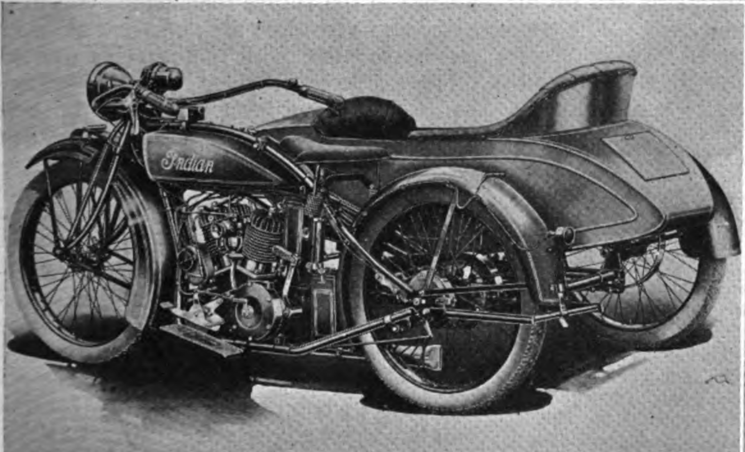
THE INDIAN LEADERS FOR 1923



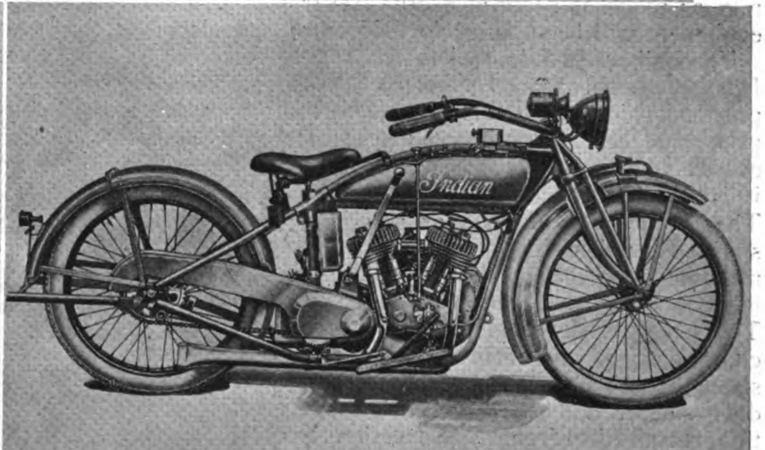
STANDARD



SCOUT



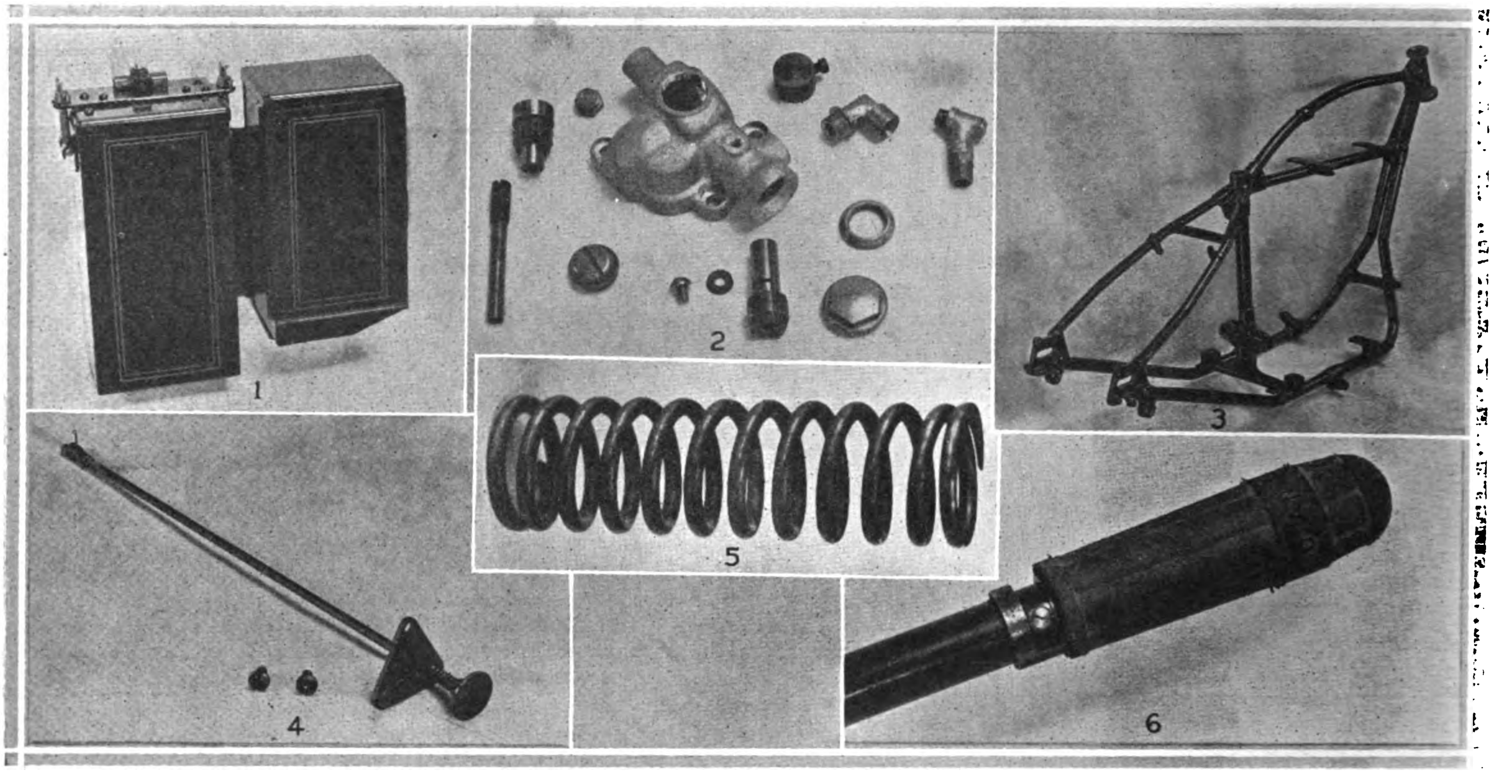
CHIEF & PRINCESS SIDECAR



CHIEF

ficiently sturdy to pull a sidecar or delivery van; a combined sporting and utility mount, of a size and weight to be attractive to the novice riders, but with pep and power enough to keep him interested after he has graduated from the novice class and wants to "open her up and see the telegraph poles fly." About 100 pounds lighter than the regular heavyweight type of machine, with low saddle position and low center of gravity the Scout has proved so easy to control that many an experienced road hound has preferred it to the heavier, more powerful machines.

There are no great changes in the Scout design this year. Three years of service have demonstrated that little could be done in the way of improvement over the



Some Indian improvements and refinements for 1923. No. 1—New battery and tool box on the Scout. No. 2—Detailed parts of the mechanical oiler used on the Chief last year and added to the Scout this year. No. 3—Stronger frame construction, heavier tubing on the rear and an additional strut. No. 4—Simplified valve release. No. 5—New valve spring. No. 6—Improved twist grip control of sturdier construction

original model. There is a new lamp, horn and ammeter, a new valve release lever, heavier tubing in the lower frame and a new and more conveniently located tool box, which this year is on a bracket at the left of the machine. The general frame construction is also strengthened to meet the requirements of sidecar service. The regular model is listed at $250. Electric equipment will be supplied for $35 extra.

The Indian Chief, known as the "Heavy Duty Plugger" of the Indian line, is also practically unchanged this year, except in price, and here there is a very striking change. Last year it was $435. This year it is $325, a reduction of 25 per cent. The Chief came out a year ago in response for a demand for a more powerful machine along the lines of the Scout and is in fact a larger edition of the Scout. The Chief is designed largely for that class of riders who desire a maximum of strength and power, particularly for heavy duty sidecar and delivery service. For this reason the frame construction has been strengthened and reinforced and a new cross bar has been added to the rear fork. An improved valve release lever similar to the one on the Scout is made regular 1923 equipment.

The Indian Standard, the ten-year standby of that class of riders who want a maximum of comfort combined with absolute dependability is still one of the most popular members of the Indian tribe. The distinctive feature of this model is the cradle spring frame which has been an exclusive patented Indian feature since it was first introduced in 1913. The regular model is now priced at $275 with $35 extra for electric equipment. This is the lowest price that has ever been quoted on this model.

The Princess sidecar was designed especially to harmonize with the Indian Chief, and when coupled up the outfit gives the impression of a unit rather than of a motorcycle and sidecar attachment.

All electrical equipment supplied for all models is of the two-unit type. The controlling of the lighting and ignition systems by independent units has obvious advantages and is generally recognized as the best by leading automotive engineers.

INDIAN IMPROVEMENTS FOR 1923

THE SCOUT—A new tool box with greater capacity is mounted on a special bracket near the battery box on the left side of the machine. A new improved valve release lever is provided. The headlight and horn have been improved and slightly changed, and the switch box mounted in the ammeter case has been eliminated. A satisfactory and improved switch is provided in the headlight itself. The frame construction is strengthened to accommodate sidecar and commercial van attachments. Heavier tubing is used in the lower frame tube.

* * *

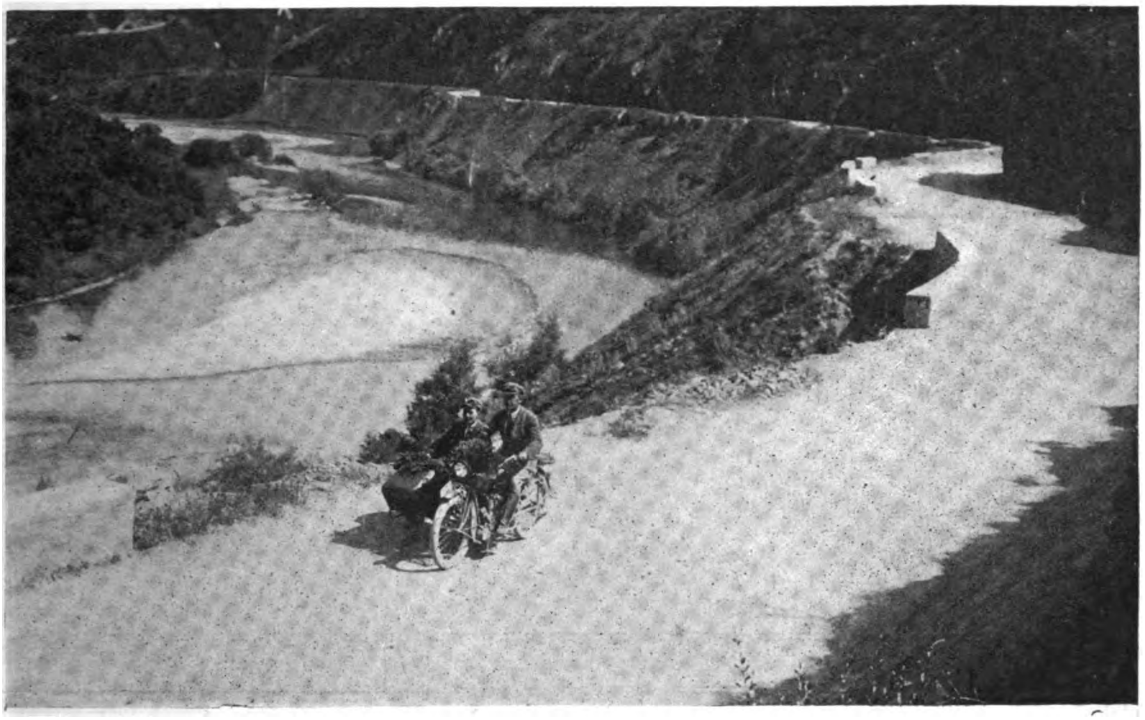
INDIAN CHIEF—Heavier gauged tubing is used in the lower frame members, and the rear fork is reinforced and strengthened by the addition of a new cross bar. A new improved valve release lever similar to the one supplied on the Scout is made regular equipment.

There, I have given you the high lights on the 1923 Indian line, but that isn't half the story. Lower prices and improved standardized models are important, but back of it all is a spirit of optimism and enthusiasm on the part of everyone in the Indian organization, and an air of confidence in the future that makes you kind of begin to tread on air and see visions of streets so filled with motorcycles that all other traffic is crowded into the gutters before you have been talking with them very long, and you have to get up and shake yourself and get back on earth.

I got to wondering just how they got that way. I was willing to agree that there was plenty of ground for enthusiasm and optimism in the price reductions alone, but they seemed to have something more to back up their enthusiasm and I thought I'd ask a few questions.

"What makes you think things are going with a whoop and a bang just because you have slashed the prices?" I asked McNaughton.

"I'm only telling you what the dealers are telling me and they ought to know if anyone does," he replied. "To begin with, practically all of the Indian dealers are stripped and ready for action. They have liquidated their old stocks of both used and new machines. They haven't got a thing to do but sell new machines at new prices, and the wires have been hot for the past ten days with orders for immediate shipment. Fred Mercer out at Seattle was a little slow in responding to our wire notifying him of the new prices and this surprised us, for Fred is one of the



Touring with an Indian in Bulgaria

livest of the live. We sent him a second wire and then he replied. He said that he didn't believe it when he got the first wire. It was too good to be true and so he waited to see if some one was playing a joke on him. It took two wires to convince him that we were serious."

"But there's more to it than the way the dealers have responded to the new prices," continued McNaughton. "The general business situation is greatly improved and is continuing to improve, despite the coal and the railroad strikes, which we all hope will soon be over with. All of our salesman report conditions in their territory favorable to renewed business. Ask them and see what they tell you."

I began with Tommy Butler who travels up and down the Pacific Coast.

"How about it?" I asked. "Mac says general business is improving and that it is going to be reflected in the motorcycle sales. Is he right?"

"You bet," said Tommy. "The Coast is the focal point for people with money. New investment and building is booming. The Coast is prosperous and we are going to have our share of it. The dealers are all out with chips on their shoulders. The new price announcements have brought a flood of letters and telegrams and I think my chief trouble is going to be to keep the machines coming through from the factory fast enough to satisfy everybody."

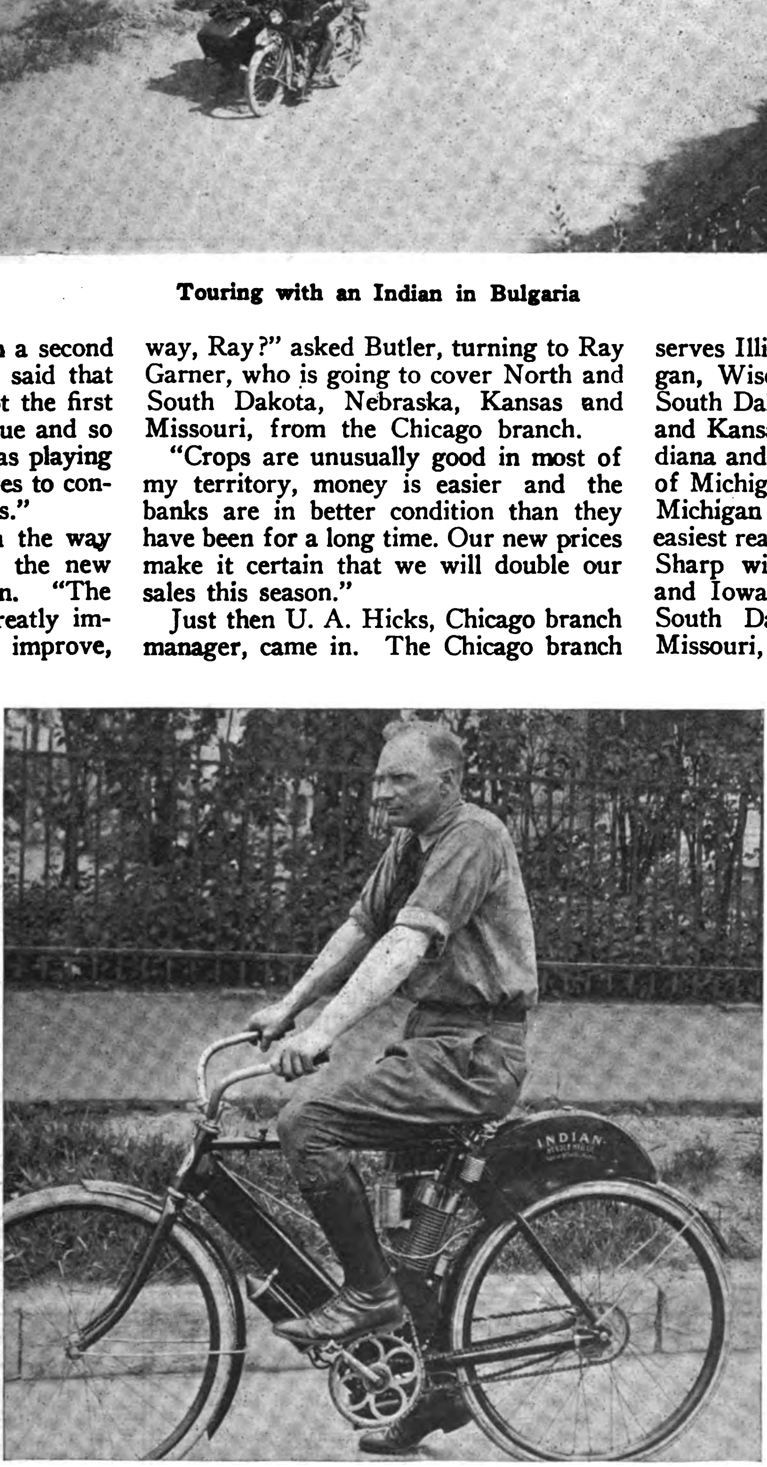
"How's it look out your way, Ray?" asked Butler, turning to Ray Garner, who is going to cover North and South Dakota, Nebraska, Kansas and Missouri, from the Chicago branch.

"Crops are unusually good in most of my territory, money is easier and the banks are in better condition than they have been for a long time. Our new prices make it certain that we will double our sales this season."

Just then U. A. Hicks, Chicago branch manager, came in. The Chicago branch serves Illinois, Indiana, Kentucky, Michigan, Wisconsin, Minnesota, North and South Dakota, Iowa, Nebraska, Missouri and Kansas. "Bill" Freeman travels Indiana and Kentucky and the western half of Michigan; Glenn Crandall has Eastern Michigan and that part of Kentucky easiest reached from West Virginia. Hugh Sharp will cover Wisconsin, Minnesota and Iowa. Ray Garner has North and South Dakota, Nebraska, Kansas and Missouri, while Branch Manager Hicks has taken on himself the state of Illinois in addition to his duties as branch manager. He will have the assistance of Clarence Multog, who has fully recovered from a recent accident.

"What is the general business situation in your territory?" I asked Hicks.

"All through my territory the dealers are in good shape to take advantage of the big price reductions," said Hicks. "They are at least 80 per cent. liquidated on their old stocks, and the majority of them are going into the new season with bank accounts, instead of stocks of unsold used machines. I believe I am conservative when I say that we will practically double the business of the branch this year. We have already taken on larger space by adding the space formerly used by Shillan, Beck & Co. We need this for storage of a good working stock of all models so that we can serve our dealers with prompt deliveries. Our office



L. A. T. Peterson, Indian dealer at Waterbury, Conn., on an Indian of 1902 vintage, and the mount is still in service

Eight
ORGANIZED
ATTEMPTS
have been made
to break the
INDIANS Three
24-Hour Records
Sister of the Chief
Most
Comfortable
Side Car on
the Road
INDIAN
CHIEF
of the
INDIAN
SCOUT
5-Horsepower
Double Cam Motor
Holder of the World's
24 Hour Road Record
100 Miles on
One Gallon
of Gasoline

The Indian Motorcycle and Bicycle Company of Portland, Ore., had one of the most attractive exhibits at the Portland Sportsmen's Show. Manager Fred J. Wyatt says it paid in immediate sales besides getting a line on a goodly number of prospects

staff has also been increased. With the new low prices, coupled with the Indian finance plan we have a wonderfully attractive proposition for both the dealer and the rider."

Freeman reported that Western Michigan has a wonderful fruit crop which means money to spend, and a good share of it is going to be spent for motorcycles. Indiana is slowed up a little right now in the coal section but business is good in the rest of the state. Kentucky has a good tobacco crop and its coal mines are not closed.

"The dealers in Wisconsin, Iowa and Upper Michigan cleaned house last season," said Hugh Sharp. "There is very little money tied up in old stock on their floors. The factories are getting back to a full time basis, crops are excellent, and bank statements show increasing deposits. The people who are logical motorcycle prospects are prospering. We are going to sell them motorcycles."

P. B. Whitney, from way down south, who makes his headquarters at Fort Worth, Texas, and supervises sales activities in Texas, Oklahoma, Arkansas, Louisiana, Colorado and Wyoming, and who rode 2,361 miles to get to the factory for the annual sales conference, declared the Southwest to be more active than for several years past. "In Dallas," he said, "there is more building than has been started in any two previous years. Flood conditions early in the season delayed crops, but now they are coming better than ever. Eastern Texas and Arkansas will have bumper crops. Western Texas is cattle land. They have had a plentiful rainfall this summer and that has kept pasture good. Every state in the Southwest is putting forth strenuous road improvement efforts. Inside of two years there will be completed a concrete highway across the state of Arkansas from northeast to southwest. Even New Mexico has a cement road across the desert, from Almogardo to El Paso. But despite the scarcity of improved roads the motorcycle has an advantage, especially the solo, for you can get through with a solo where automobiles, and even sidecars, will not go."

Harry Glenn of Atlanta and "Count" C. F. Pineau, who travels Georgia, Florida, Mississippi and Tennessee, put in a few goods words for the southeastern territory. The cotton crop, they say, is good and the prices are higher. The steel mills in Alabama and Georgia are busy and Florida has its winter resort business. "Nothing to worry about in our section," say Glenn and Pineau.

That's the kind of reports the field men brought with them to the annual sales conference, and they were backed up with letters and telegrams from the dealers.

INDIAN EQUIPMENT FOR 1923

Magnetos—Splitdorf.
Generators—Splitdorf.
Batteries—Wico.
Tires—Goodyear, Firestone, United States.
Chains—Duckworth.
Saddles—Mesinger and Persons.
Horns—Klaxon.
Lamps—Corcoran—Victor.
Carburetor—Schebler.
Spark Plugs—Bethlehem and Splitdorf.

The 1923 Indian line is ready for immediate delivery. The factory production schedule has been arranged to promptly meet the dealers' requirements for Fall business.

THEY'RE WORTH "MILLIONS"

THE rate of foreign exchange adds a lot to the worries of salesmen in some of the foreign countries. Recently the Excelsior factory received an order from Vienna for a Henderson and sidecar. The order bore the following postscript: "We have been working for some time to land this order, and in view of the conditions in Austria, were somewhat surprised that we were finally favored with it. When you stop to think that the order, in Austrian currency, amounts to about 22,000,000 kronen, it seems all the more remarkable that it is possible to do motorcycle business in that country. Our connections in Austria have recently purchased through your London office two Excelsior motorcycles."

YANKEE MACHINES POPULAR

EDITOR MOTORCYCLE AND BICYCLE ILLUSTRATED: I have seen a copy of MOTORCYCLE AND BICYCLE ILLUSTRATED, and as we use here in Norway, American Motorcycles, almost exclusively, I am sure that I will find in your magazine things which will be of great interest to Norwegian motorcycle riders. Therefore it is my wish to subscribe for MOTORCYCLE AND BICYCLE ILLUSTRATED.—Halvor G. Gronsdal, Bergen, Norway.

What Motorcycle Clubs *and* Riders Are Doing

GOLDEN GATE CLUB DOINGS

San Francisco, Cal.—The Golden Gate Motorcycle Club will hold a banquet August 12. The affair will be elaborate nature and is free to members. Members of the National Guard of California who did the "timing" for the Club's recent Hill Climb and other friends of the club who aided on that occasion, will be invited guests. The Golden Gate Club will hold a two-day run to Boyes Springs on August 19 and 20. Salvadore Carlo, proprietor of the Springs, was formerly a motorcycle rider and was also a well-known boxer. He now holds a reputation for putting out good "eats" for visiting motorcyclists.

READING, PA. CLUB BUSY

Reading, Pa.—The Reading Motorcycle Club will hold its first annual Three-State Championship Endurance Run, leaving the club at midnight on Saturday, August 26, and returning Sunday, August 27, at about 3 P. M. This run should prove attractive to the new riders as it is all over good roads, and the schedule is 24 for solos, and 20 for sidecars, and middleweights. The manufacturers are responding to the committee appeal for prizes, and the committee looks for a big turnout. They also expect a lot of out of town riders as quite a few have promised to come. The route is over the William Penn Highway to Chambersburg via Harrisburg, thence on to Baltimore, and returning home via Wilmington. This run, and the annual clover leaf run whch will be held in the fall will be for the championship of the club for the yearly medal. The club will also hold a club run to Pottsville on August 20, and will also go to the hill climb at York on the 13th.

RACES AT SPRINGFIELD, MASS.

Springfield, Mass.—Jim Davis, Maldwyn Jones, Don Marks, Paul Anderson and John Seymour will all take part in the Championship races at the Eastern States Exposition Grounds, August 19. The Legion is putting on these races to raise funds, but in doing so we have obtained the country's best riders and have prepared an afternoon of races under the sanction of the M. & A. T. A., which will not only be a credit to our Post, but to the motorcycle trade. The entire slate is professional, and with the wonderful track, which for the first time is being used for motorcycle races, it is expected several records for half-mile tracks will be broken. The events scheduled are 1-mile time trial; 3-mile solo; 5-mile solo; 6-mile miss-and-out; 10-mile solo championship. Admission will be seventy-five cents. This will be one of the highest class races seen in this part of the country.

QUEENSBORO OUTING

Corona, L. I.—The Queensboro M. C. report a most enjoyable time at their outing at Commack, L. I., July 23. About 700 road hounds started from the clubrooms at Corona under the leadership of Capt. "Rope" and Lieut. McGee. The route was marked with arrows. The refreshment committee, consisting of "Val" C. Munder, "Brownie," "Pinkie," "Sunshine" and their lady assistants passed the hot dogs and soda over the counter with the skill of professionals. Thanks to Benny Ragatelli, "Long Stroke," the eats were on hand early. The Brooklyn M. C. won the silver trophy for the largest attendance. There were plenty of prizes to go around, thanks to the dealers. In the lady's events, Miss Beutner won the bottle-in-the-ring contest and the 50-yard dash; Miss Brazenor won the potato race and the hidden bottle contest, and Miss Dangler won the sidecar event. E. H Taylor won the sidecar contest and the 50-yard dash. H. Jenkins won the solo contest; O. Barber was the best pie eater; L. Scheinblum won the slow race; A. Kudel won the Economy test; Jack Welton was first in the two 5-mile single races; Frederick Evans won the 5-mile flxi-sidecar race and Monroe Scudds won the 5-mile 61 solo race. V. B. Rasumna won the Goulding sidecar.

NOVEL HILL CLIMB

Ottawa, Ont.—The Motorcycle Club held its first competitive event on Thursday evening, August 3, when a hill-climb of unique plan was staged on Lorne Avenue hill, a steep and winding grade within the city limits. The members were called upon to make both a fast and a slow climb and the rider having the machine which showed the greatest flexibility was crowned the winner. Only two riders out of more than a dozen were able to negotiate the hill in both the fast and slow ascents, all other competitors being eliminated by stalling in one or other of the trials. Doug. Anderson, Indian, won first prize while second went to Gordon Byshe on a Henderson.

Anderson's slow time was 1:54 while his fast climb was done in 19 seconds. The variance between these two trials was 1:35. Byshe climbed the grade in 18 seconds for his fast trial, making faster time than the winner in this respect, but his slow time was 1.23 4-5. The difference in times by him was 1:05 4-5. The following reached the top for their slow climbs but failed when it came to speed: H. Sannaday, Indian, 2:23; J. Barr, Matchless, 1:51; T. Jarvis, Excelsior, 1:07. The following went over the top on their fast trials but stalled on the slow attempts: G. K. Byles, Harley-Davidson, 16 4-5 seconds; H. A. Proulx, Indian, 18 seconds; P. Wheeler, Indian, 19 2-5 seconds; R. Stephens, Henderson, 19 3-5 seconds; W. G. Clarke, Indian, 22 3-5 seconds; M. Alexander, Harley-Davidson, 24 seconds; F. Simmonds, Indian, 26 seconds.

Lieutenant Travis, of the New York Police

WIL-DEL PUTS IT OVER

Wilmington, Del.—Over 1,000 riders and their friends attended the motorcycle rally and picnic of the Wil-Del Motorcycle Association, of Wilmington, at Thompson's bridge Sunday. In addition to motorcycle events there was a number of track and field and novelty events for men, women and children. The entire program was enjoyed with not a single incident to mar the day.

The program started at 11 o'clock in the morning and wound up at 5 o'clock in the afternoon, leaving not an idle moment for those who wished to be entertained. The only intermission was for lunch. All of the events were open to any one who wished to compete and each drew large entry lists, some of them being so large that trial heats had to be run. Many of the campers and others on the grounds at the time participated. Handsome and useful prizes were awarded to all place winners and every event was closely contested. The motorcycle events proved of great interest to the spectators and after the program had been completed they asked for more. The pillow fight for men and the chicken fight for women proved amusing. Mrs. Charles Dawson was awarded the cake for holding the lucky number and the crochet basket went to Miss Mary Angelo, a little girl from Rockland. O. Woods was the fortunate one in the contest for the motorcycle shoe. In the men's division E. H. Cloud captured the honors for being the highest point scorer of the day, being closely followed by other contestants who were but one and two points behind. Miss Burns and Miss Defibaugh tied for first as highest point scored in the women's division, and a flip of a coin gave Miss Burns first and Miss Defibaugh second.

Dealers McKinney, Minnick, Schnepfe and Van Sire acted as referees and judges. They generously disposed of free refreshment tickets among the riders. The refreshment stand was ably conducted by the associate ladies, under the direction of the social committee. Next Saturday the motorcyclists leave for Riverdale Park, nine miles from Millsboro, at the head of Indian River Bay, about 100 miles from Wilmington, on their annual camping vacation.

SANCTIONS ISSUED

RACE MEETS

August 6—Rome Motorcycle Racing Association, Rome, N. Y. Sanction No. 707.

Sept. 4—Neill & Norcross, Greeley, Colo. Sanction 652.

September 4—W. H. Diener, Pottstown, Pa., Sanction No. 704.

HILL CLIMB

Aug. 13—York M. C. Menges Mills, Pa. Sanction 690.

Aug. 13—Willimantic Motorcycle Club, Willimantic, Conn. Sanction 695.

Aug. 27—Long Beach Motorcycle Club, Long Beach, Cal. Sanction 696.

Aug. 27—Queensboro Motorcycle Club, Corona, L. I. Sanction No. 710.

ENDURANCE RUNS

September 3—Chicago Motorcycle Club, Chicago, Ill. Sanction No. 705. (Route: Chicago, Ill., Crown Point, Rensaeller, La Fayette, Ind., Hoopeston, Momence, Chicago, Ill.)

SECTIONAL HILL CLIMB

(East, North, Central)

September 4—Entronuse Motorcycle Club, Marion, Ind. Sanction No. 708.

"BILL" DROLL TAKES ANOTHER

St. Louis, Mo.—The St. Louis Motorcycle Club's 225-mile endurance run produced 14 perfect scores out of 20 entries. The four secret checks caught all the boys ahead of time.

"Bill" Droll, president of the club, with his 72 Indian, took first prize solo and was also awarded the special club members prize for highest score of the run. He has three first prizes out of the last four runs.

Pete Karanga, driving a Chief Princess outfit, took first prize sidecar. Scores as follows:

Rider and Mount	Points	Consistency
E. C. "Bill" Droll, Indian..	1000	984
Pete Karanga, Indian.....	1000	976
H. Cull, Indian............	1000	976
Tim Bahnsen, Indian......	1000	974
R. Fiedler, Harley........	1000	972
Gus Taylor, Indian........	1000	970
A. Fiedler, Harley........	1000	969
Ed. Knebel, Indian........	1000	968
O. Sasseen, Indian........	1000	964
K. Frank, Indian..........	1000	963
J. Kalhorn, Harley........	1000	963
E. Criner, Harley..........	1000	962
J. Brunton, Indian........	1000	961
R. Wilson, Indian.........	1000	960
C. Larkin, Harley..........	999	944
L. Querling, Indian.......	981	935
A. Marmelstein, Indian....	976	934

RACES AT ERIE, P.

Erie, Pa.—C. F. Bratt, R. C. Phillips and Vern Squire, all Harley-Davidson riders, ran one, two, three in the three-mile professional race here on July 29. The time was 3:46. This proved to be the most interesting event of the day. Squire took the lead on the first lap, closely followed by Phillips with Bratt biting the dust. At the end of two miles Bratt seemed to give her all she had and, going in to the first turn, pulled by Phillips, getting Squire on the second turn.

The second event was a five-mile open professional. Squire beat Phillips and C. Carlson. Bratt took the lead for two miles, but had to withdraw from the track with a broken valve, leaving Phillips well in the lead. Squire just seemed to toy with the dust on the turns and soon passed the flying Phillips, winning in 6:06.

The ten-mile open went to Phillips; second, C. Carlson; third, Robert Waddy. Squire lead at the beginning, and easily held the lead for the first four miles. At this time he blew his rear tire, causing him to retire from the race, leaving Phillips an easy first. Of the six riders that started only four were riding at the end. The time was 12:09. The finish of the five-mile pro was: First, Squire; second, Phillips; third, Carlson. Time was 6:09.

All races were very close, the winner always having to fight to the finish. A crowd of 1,500 people witnessed the event. The track was in very good condition—no spills or accidents of any kind. H. W. Hahne was the referee.

CANADA FACILITATES MOTOR TOURS

Ottawa—Restrictions which heretofore have limited non-residents to one thirty-day automobile tour in Canada in six months were lifted by new regulations. Any number of permits may now be granted, provided that after thirty days the owner gives a bond. He may then keep the machine in Canada for an additional five months. Owners of cars or motorcycles crossing the border for a period not longer than twenty-four hours will still be required to surrender their State licenses, which will be returned to them as they leave Canada.

Final Eliminations *for* A. B. L. Titles

THE finals of the elimination trials of the Amateur Bicycle League of America in and around the Metropolitan District, in both the Senior and Junior classes, were held Sunday, August 6.

On the Mosholu Parkway, Bronx, the tryouts of the Bronx clubs were held. Joe Schaefer, Acme Wheelmen, won the third-mile and the half-mile sprints and finished second in the one-mile sprint. By his double win and his second Schaefer won the elimination with a total of 36½ points. John Amabile, also of the Acme club, with 30½ points, was second, and William Stokes, of the Bronx County Wheelman, finished third with 16 points. Four points back in fourth place was Andrew Geiss, another Acme lad, while Steve Schackinger, Acme Wheelmen, and Fred Osterhammel, Bronx County Wheelmen, were fifth and sixth, respectively, with 11 and 10 points. The summaries of the Bronx eliminations on Sunday, August 6, follow:

Third-Mile Sprint—Won by Joe Schaefer, Acme Wheelmen; second, Andrew Geiss, Acme Wheelmen; third, John Amabile, Acme Wheelmen; fourth, William Stokes, Bronx County Wheelmen; fifth, A. Blechert, Bronx County Wheelmen; sixth, William Schliesman, Acme Wheelmen. Time, 56 2/5 seconds.

Half-Mile Sprint—Won by Joe Schaefer; second, John Amabile; third, William Stokes; fourth, A. Blechert; fifth, Fred Osterhammel; sixth, Hugo Schliesman. Time, 1:18 3/5.

One-Mile Sprint—Won by John Amabile; second, Joe Schaefer; third, William Stokes; fourth, Theo. Schliesman; fifth, Hugo Schliesman; sixth, Steve Schackinger. Time 2:37 3/5.

Otto Eisele, a member of the U. S. I., and Bert Marquard, of the C. R. C. A., were the high score men in the trials for the clubs in Manhattan run the same day on the same course, with 86 riders participating. Marquard finished first in the half-mile race and second in the third-mile and the mile, while Eisele won the mile, ran second in the half-mile, but only scored a single point in the third-mile, which made Marquard's total 25 points to 24 for Eisele. Louis Sattler, C. R. C. A., finished third in the series with 14 points, while H. Curley, 10 points; A. Becker, U. S. I., 9 points, and Louis Grace, C. R. C. A., 8 points, were the others to finish for qualifying. The summaries of the Manhattan races follow:

Three-Mile Sprint—Won by Louis Sattler, C. R. C. A.; second. Bert Marquard, C. R. C. A.; third, J. Gallagher, U. S. I.; fourth, Louis Grace, C. R. C. A.; fifth, H. Curley, C. R. C. A.; sixth, Otto Eisele, U. S. I. Time, 56 3/5 seconds.

Half-Mile Sprint—Won by Bert Marquard; second, Otto Eisele; third, A. Becker, U. S. I.; fourth, Louis Sattler; fifth, Louis Grace; sixth, A. Visco, U. S. I. Time, 1:20 2/5.

One-Mile Sprint—Won by Otto Eisele; second, Bert Marquard; third, Louis Sattler; Fourth, H. Curley; fifth, A. Becker; sixth, Z. Carnisiri, U. S. I. Time, 2:33 4/5.

Charles Garin, Jr., C. R. C. A., with 14 points, was the high lad in the Junior class. C. Knutschke, C. R. C. A., was second with 11 points, he being one point in the advance of F. Lauria, of the Acme Wheelmen. A. Shean, U. S. I., 2 points, was fourth. Ten riders started in the Junior class, but after the first two events most of them failed to show for the second day's racing.

Close Finishes in Brooklyn

Close finishes were the order of the day in the final contests of the elimination races for Brooklyn and Long Island in the State championships, which will be held under the sanction and auspices of the Amateur Bicycle League of America, in Brooklyn, N. Y., on August 20 and 27, the champions of Manhattan and the Bronx, as well as those representing other districts in the State, competing against the Brooklyn stars. The finals were held over the Shore Boulevard, Manhattan Beach, this road being on Sunday, August 6, held free from auto traffic while the races were in progress by the local police authorities, who gave the cyclists every co-operation.

The one-mile sprint senior was won by J. Tilgner, of the Century Road Club Association, who led B. W. King, Empire City Wheelmen, over the line by two wheel lengths. William Henky, E. C. W., jumped away from the field at the half-way mark, and opened up a gap of over 50 yards. King caught Henky, but tiring, was passed by Tilgner in the last few yards. Harry Hoglander, C. R. C. A., finished third, and Herbert Hoglander, C. R. C. A., fourth.

Tilgner and King furnished a thrill by finishing in a dead heat in the half-mile race, with Wherry a close third, and Harry Hoglander fourth. Tilgner, the dark horse of the eliminations, again finished first in the third-mile sprint, beating Wherry, E. W. King and Harry Hoglander in the order named.

Tilgner, 15 points; B. W. King, 14; Wm. Wherry, 8; Harry Hoglander, 6; Geo. Hess, 5, and Walter Caldwell, 3, qualified for the State finals. The August 6 results follow:

Three-Mile Sprint—Won by J. Tilgner, C. R. C. A.; second, William Wherry, E. C. W.; third, B. W. King, E. C. W.; fourth, Harry Hoglander, C. R. C. A.

Half-Mile Sprint—Dead heat between J. Tilgner and B. W. King; third, William Wherry; fourth, Harry Hoglander.

One-Mile Sprint—Won by J. Tilgner, second, B. W. King; third, Harry Hoglander; fourth, Herbert Hoglander.

Hatos Wins in Jersey

Alexander Hatos, of Metuchen, N. J., was the winner of the A. B. L. trials held at Bayonne, N. J., Sunday, August 6. Hatos scored a total of 21 points, four more than Raymond Smith, of the Triangle Cycle Club, of Paterson. Henry Cole, another Triangle Cycle Club member, was third, with 16 points. George Blythe, of the Queen City Wheelmen, of Plainfield, scored 15 points and was fourth in line for the finals. George Manger, of Newark, with ten points, and Walter Babb, of the Triangle Cycle Club, with nine, were the other two to qualify for the finals.

The above mentioned six riders will compete in the finals to be held at Bayonne on August 13 and 20, with winners from the Bay View Wheelmen, C. R. C. of A., Jersey City Wheelmen and the North Hudson Wheelmen. The August 6 summaries follow:

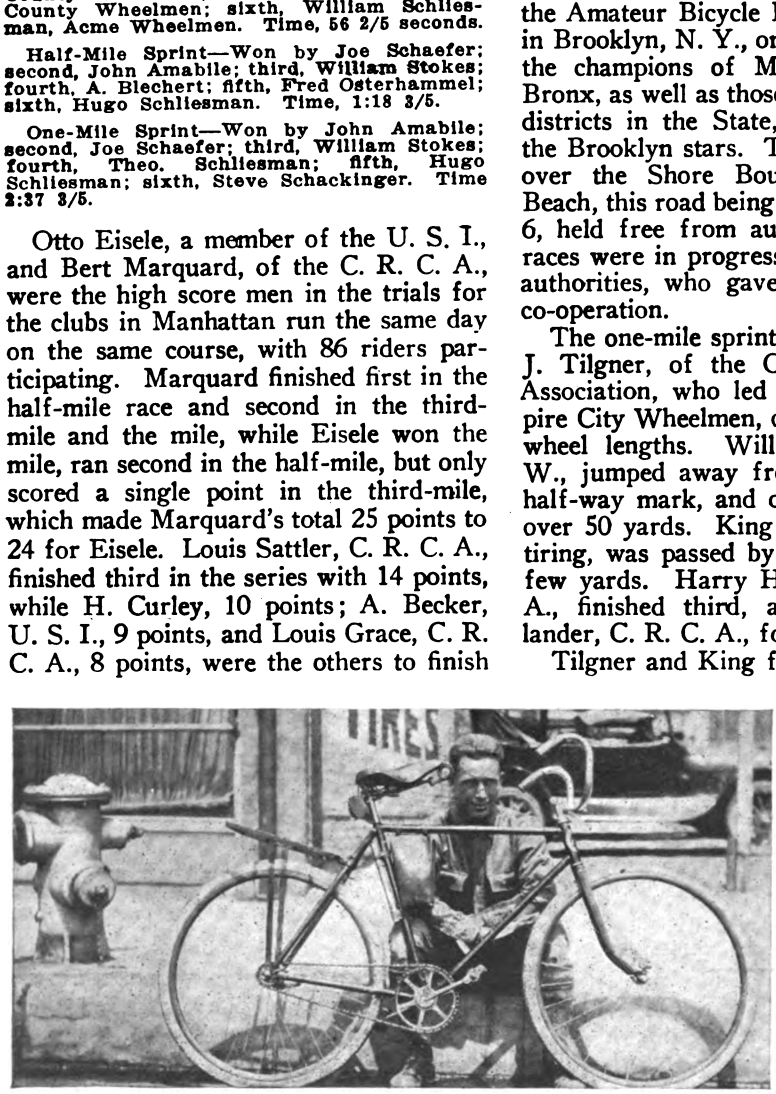
Quarter-Mile Sprint—Won by Walter Babb, T. C. C.; second, George Blythe, Q. C. W.; third, Theodore Thompson, West New York; fourth, John Goemare, T. C. C.; fifth, George Manger, Newark; sixth, Eugene Tanner, West New York. Time, 31 2/5 seconds.

Half-Mile Sprint—Won by George Blythe, Q. C. W.; second, Alexander Hatos, Metuchen; third, George Manger, Newark; fourth, Henry Cole, T. C. C.; fifth, Raymond Smith, T. C. C.; sixth, Thomas LaRossa, Jersey City. No time taken.

One-Third Mile Sprint—Won by Alexander Hatos, Metuchen; second, Raymond Smith, T. C. C.; third, Theodore Thompson, West New York; fourth, Henry Cole, T. C. C.; fifth, Thomas LaRossa, Jersey City; sixth, George Blythe, Q. C. W.. Time, 40 3/5 seconds.

One-Mile Sprint—Won by Alexander Hatos, Metuchen; second, Raymond Smith, T. C. C.; third, Henry Cole, T. C. C.; fourth, George Blythe, Q. C. W.; fifth, George Manger, Newark; sixth, John Liesinger, Irvington. Time, 2:59 1/5.

Unpaced 3-6 Miles (6 turns)—Won by Henry Cole, T. C. C., 10:25 2/5; second, Raymond Smith, T. C. C., 11:00 4/5; third, Alex Hatos, Metuchen, 11:05; fourth, Walter Babb, T. C. C., 11:09 2/5; fifth, George Manger, Newark, 11:27 1/5; sixth, Thomas LaRossa, Jersey City, 11:36; seventh, J. Liesinger, Newark, 11:41 1/5; eighth, Eugene Tanner, West New York, 11:44 3/5; ninth, George Blythe, Q. C. W., 11:56 1/5; tenth, Chas. Ambruster, Irvington, 11:56 4/5; eleventh, John Goemare, T. C. C., 11:57 2/5; twelfth, Theodore Thompson, West New York, 12:04.



Robert K. Noble, of Federalsburg, Md., and his Columbia Superb he rode from Coast to Coast in 41 days, reaching Los Angeles, June 20

St. Onge Beats Another Record

WAS it hot in Kansas City on July 28? Yes. 95 in the shade and it had been like that for a week past; yet there was a bicycle ride with nearly 350 riders in line, their ages registered from 5 to 68 years. Will the newspapers of the country support the bicycle and its interests? Will the bicycle dealers of the country ever take advantage of what the C. T. A. is doing for them via St. Onge and his work? Yes (some of them will), and they will be the ones to cash in.

Little Happy Faris, 5 years of age, at the left, along with another youngster

St. Onge held a meeting of local cycle dealers Monday night at the Savoy Hotel. Among those present connected with the cycle and tire businesses were R. V. Cusack, U. M. Sellers, R. L. Armstrong, N. Nelson, M. A. Gaffey, J. R. Allen, J. R. Gabel, Otto Hintsche, R. F. Brown, Jack Naulty, S. Thornton, W. Bell, Ed Phenister, Wm. R. Baker, E. R. Portwood, Albert Wood, W. E. Lamar, Fred Smith, A. E. Schaeffer, Bill Hamilton, Geo. Rossner, R. E. Wengert, R. W. VanPayna, C. L. Simmons, W. L. West, W. E. Rogers and St. Onge, and $308 was appropriated for advertising in the *Kansas City Star,* while $300 in prizes was contributed, which included four bicycles for the parade to be held on Friday. For five days the *Star* played up the event with publicity such as has never before been seen there.

Under a burning sun about 350 cyclists rode in a parade July 28 from the Union Station Plaza up town and return to Fifteenth street and Paseo, the route of the parade carrying the riders through the principal part of the city. Great attention was attracted to the novel spectacle as the riders on all kinds of bicycles made the trip. Besides the high wheel ridden by St. Onge there was a 58 inch "ordinary" and a "star" at the head of the procession. Six motorcycle police rendered valuable service in checking traffic of all kinds at the intersecting streets.

At 3 o'clock the riders were ready to start from the Plaza, after they had received souvenirs consisting of pennants of various kinds, horns, books and buttons, all of which were distributed by U. S. Rubber, Goodrich, Pennsylvania Co.'s, New Departure, Eclipse and Hendee representatives, and the picnic was on. Young and old were there with gaily decorated wheels and themselves costumed to represent different persons. Sergt. Harry P. Maxwell led the motorcycle police, closely followed by St. Onge and the two oldest riders in the parade, Harvey Ray, 68, and William Branson, 57. (William had whiskers over a foot long and wore a high silk hat.) After this trio had started behind the police, the others were sent out in two's. "Charlie Chaplin" moved off swinging his cane in one hand and guiding his wheel with the other; then a "Kansas City Policeman," according to a sign on his wheel, started out after "Charlie." There was a riot of laughter.

The youngest rider in line was little Happy Faris. She is only five years old and rode the whole journey. There was still a younger rider than Happy, Blanche Marie Gregory, who is four years old, but rode on a specially constructed seat mounted on the handle bars of the wheel pedalled by her father. There were several other small youngsters and all finished the ride in spite of the heat and the hills.

At the parade ground St. Onge, as usual, gave his talk and demonstration to a large crowd of spectators who came in all kinds of autos and trolley cars for the occasion. The *Kansas City Star's* free publicity on the event meant many dollars. In addition to the regular publicity there was an interesting editorial, which accompanies this story.

On Wednesday St. Onge was the guest of the livest noon day luncheon club in Kansas City, the Co-operative Club. The C. T. A. representative addressed

Some of the prize winning fair ones at the Kansas City turnout of St. Onge

350 members of this club on the value and importance attached to the bicycle in every-day life. Mr. Baker, of the Schmelzer Co., was responsible for the engagement, and this was an added bit of publicity that is invaluable. Moving pictures of the club and the high wheel activities at the luncheon were shown the same evening in Kansas City's finest moving picture house. W. E. Rogers, of the New Departure Co., was very active during the parade and assisted greatly in carrying out one of the best events of the year.

Filming the oldest rider at the Kansas City celebration of St. Onge

YESTERDAY AND TODAY

UNDER the caption, "The Bicycle, Yesterday and Today," the Minneapolis Tribune had this to say when Fred. St. Onge was in the Twin Cities:

"A bicycle parade!

"The magic wand cuts the air. We are going back 20 or 25 or 30 years; back to the days when 'we ust to be so happy and so pore'; back to the simpler and safer urban life; back to the time when boys and girls, men and women, mounted little horseless vehicles and with the muscles of the leg as motive power emerged from a given point and arrived elsewhere in a hurry—for that period; back to those earlier years when it was heresy to have a state or county fair without bicycle races, and when 'bicycle meets' were an exciting feature of the national life.

"Since then the automobile has taken the center of the stage as a saver of time and as a winged messenger of business and pleasure. The motor car, however, has only the center of the stage. There is still a place for the bicycle in the scheme of locomotion. There are more bicycles than the average person surmises. Bicycle travel should be safer than it is, and that is one reason why The Evening Tribune is sponsoring the parade that is to start from The Parade at 2 o'clock Saturday and go over an interesting downtown route.

"The people of this country owe to the bicycle a debt which most of them rarely think of nowadays. The bicycle in its pristine days exerted a great influence in hastening the era of good roads. It was a sort of prophet crying in the wilderness for smooth going. In that respect, as in others, it antedated the automobile. The bicycle disclosed to countless thousands of Americans for the first time the value of exercise and of the fresh air of the open country as a contributor to good health. It turned the attention of men of genius more intensively to the task of developing that larger and more effective space-killer, the motor car.

"The older generation has not lost the affection for the bicycle it learned to have a quarter of a century and more ago. The younger generation never will breathe quite the same bicycle atmosphere as did its fathers and mothers, grandfathers and grandmothers, but there is still a large joy to be derived from the muscle-propelled two-wheeler where the roadbed is smooth and when, in riding it, there is something of the old sense of security from harm.

"A bicycle parade now ought to be interesting. The one that is to be given Saturday will be, and it will have its definite educational value. Besides giving vitality to the 'safety first' principle in bicycling in a motor car age, it will be a panoramic exhibition of the development of the bicycle itself from the days of the big wheel, fore and aft, to the standard vehicle of the present."

The Bicycle *and a* Bit *of* History

THE interesting spectacle of a bicycle parade on the streets of Kansas City yesterday afternoon, especially of the high-wheeler in the lead, no doubt awoke memories of anywhere from a score to more than double that period of years. By 1880, bicycle parades had come to be a feature in American city life. Riders' clubs were formed, and forty-two years ago about thirty of these formed the League of American Wheelmen, an organization which continued for more than twenty years a powerful force in the social and club life of the country.

This organization saw the usefulness of the high wheeler, the "good old ordinary," as it was known, pass in favor of the "star" or the bicycle "with the little wheel in front," the reversed position of this part of the vehicle being brought about as a precaution against headlong dives which often were taken involuntarily by riders of the "big wheel in front" type. Then in a few years came the real "safety," devised partly with the idea indicated by the name and also as a concession to the ladies and persons of advanced age who had found both types of the big wheel fellows just a bit inconvenient. The evolution of this "safety," frequently called the "dwarf," was practically complete by the early '90s, and then the bicycle in its most perfect form was forced to give way, if not in numbers at least in popularity, to the motor car.

There is one other significant connecting link between the palmy days of the League of American Wheelmen and the present. Members of this organization, as they made their club runs to various points or staged exhibitions here and there, found bumpy or muddy roads an almost insurmountable and extremely vexatious handicap. They therefore became boosters for "good roads" and deserve credit for a pioneer position among the influences that have brought the highway movement to its present position of one of the foremost developments.—*Kansas City Star.*

TO EMULATE ST. ONGE

FRED ST. ONGE has made such a hit with his bicycle propaganda, parades and cycle gatherings, that the Canadian Bicycle Dealers' Association at a meeting held last Thursday at Brantford, Ont., decided that they had better hire a cycle missionary. W. M. Gladish, our Canadian correspondent, says that Bill Millard, an old-time Canadian racing cyclist and now a vaudevillian, now residing in Troy, N. Y., is favored for the job.

The C. B. D. A. has a meeting scheduled for London, Ont., on September 27 and 28 and it will be definitely decided at that meeting about Millard's appointment. It is proposed that Millard work six months of the year, April to September, and that he do similar work to that of Fred St. Onge. At the September meeting a theatre party and cycle races will be among the features.

A MILITARY CYCLING UNIT

THE establishment of a military cyclist corps at Calgary, Alberta, has been authorized by Military District No. 13 of the Canadian Department of National Defence, with a strength of 40 officers and men. A portion of the Calgary Armory has been assigned to the company and bicycle racks and other equipment has been installed.

During the winter months, the cyclists will enjoy the use of considerable gymnasium equipment in the armory. The soldiers have a recreation room and canteens for officers, sergeants and men. During the remainder of the summer, the recruits will carry out a schedule of bicycle outings along semi-military lines.

BALTIMORE HAS A. B. L. TRIALS

EARL BOONE, the new star rider of the Maryland Bicycle Club, won the A. B. L. elimination trials held at Baltimore over the Reisterstown Road course, Baltimore. Boone had 17 points in the Senior class, to 6 for J. O. Henkel, 10 for John Nitz, 6 for J. Smith, 4 for C. Zimmerman, and 2 for W. Lewis. Ray Lohr won the Junior eliminations with 15 points, Lohr taking three of four races.

In the five-mile unpaced event Boone established a new State record, Earl doing 12:19 3/5. He also bettered the ten-mile competition record for Maryland held by J. O. Henkel, Boone's time being 24:56, which was made on Sunday, July 30.

The summaries of the Baltimore Senior trials follow:

Five-Mile Unpaced—Won by Earl Boone, 12:19 3/5; second, J. Nitz, 12:48; third, J. O. Henkel, 12:56; fourth, C. Zimmerman, 13:07 2/5.

Quarter-Mile Sprint—Won by J. E. Nitz; second, J. O. Henkel; third, W. Lewis; fourth, Earl Boone.

Three-Mile Sprint—Won by Earl Boone; second, J. Smith; third, J. E. Nitz; fourth, J. O. Henkel.

Half-Mile Sprint—Won by J. O. Henkel; second, Earl Boone; third, J. Smith; fourth, C. Zimmerman.

One-Mile Sprint—Won by J. O. Henkel; second, Earl Boone; third, C. Zimmerman; fourth, J. Smith.

The results of the Junior class eliminations at Baltimore follow:

One-Mile Unpaced—Won by Roland Boone, 2:51 1/5; second, A. Cummings, 2:58 1/5; third, F. Menzer, 3:00 2/5; fourth, C. Noppenburger, 3:06.

Quarter-Mile Sprint—Won by Ray Lohr; second, A. Cummings; third, Roland Boone; fourth, F. Menzer.

Three-Mile Sprint—Won by Ray Lohr; second, F. Menzer; third, A. Cummings; fourth, Roland Boone.

Half-Mile Sprint—Won by Ray Lohr; second, F. Menzer; third, A. Cummings; fourth, Roland Boone.

GOULLET WINS A DOUBLE

ALFRED GOULLET is certainly the big favorite with Newark and New York fans and when he wins, which is quite regularly, he is given a big hand by the fans. Goullet came into his own at the New York Velodrome on Saturday night at the meet that was postponed from the night previous on account of rain. Goullet met Pierre Sergent, the French sprinter, in a match and defeated the European in two straight heats, and later in the evening Goullet won the five-mile invitation in a thrilling ride. Alfred Grenda was second in the five-mile and Eddie Madden third.

Two paced races, one a match at ten miles and the other a 15-mile team race, were run on Saturday at the Manhattan bowl. In the match race Clarence Carman, the Long Islander, defeated George Chapman, the champion, in two straight heats, and in the first heat Carman's 13:59 3/5, beating the record for the track of 14:15 4/5, Carman averaging about 1:23 for the mile.

Percy Lawrence and Lawrence Gaffney defeated Brask Andersen, the Dane, and George Colombatto, the Italian, in the 15-mile team race, the time being 21:27 2/5. Bobby Walthour, Jr., scampered home in front of the finalists in the half-mile handicap for the pros. The open amateur races were won by Louis Silver and E. C. Bendi, while Felix Patti won the race for New Yorkers. Summaries:

Half-Mile Handicap, Amateur—Won by Louis Silver, 80 yards; second, John Godfrey, 80 yards; third, Sam Gastman, 35 yards; fourth, Chester Winter, 80 yards. Time, 55 seconds.

Two-Mile Handicap for New York Riders—Won by Felix Patti, 100 yards; second, Louis Benezatti, 60 yards; third, Rudy Zimmerman, 120 yards; fourth, Al Bekenti, 240 yards. Time, 4:07 3/5.

Two-Mile Class A, Amateur—Won by E. C. Bendi; second, Anthony Beckman; third, Felix Patti; fourth, Elmer Bundt. Time, 4:15 3/5.

Half-Mile Handicap, Professional—Won by Bobby Walthour, Jr., 50 yards; second, Harry Horan, 60 yards; third, Harry Kaiser, 15 yards; fourth, Charles Jaeger, 70 yards. Time, 52 2/5 seconds.

Five-Mile Invitation, Professional—Won by Alfred Goullet; second, Alfred Grenda; third, Eddie Madden; fourth, Aleck McBeath; fifth, Anthony Young; sixth, Fred Hill; seventh, Willie Hanley. Time, 10:00 3/5.

A Letter to Mr. Bicycle Dealer

CYCLE TRADES OF AMERICA
Incorporated
35 Warren Street
New York, N. Y.
August 12, 1922.

Mr. Bi. Cycle Dealer,
Anywhere, U. S. A.
PERSONAL

Dear Friend Dealer:

Will you be good enough to let the undersigned know if you have suggested to yourself that you ought to attend the National Bicycle and Accessory Show and dealer convention, at Atlantic City, September 13, 14, 15 and 16?

I am taking the liberty of writing to you personally in this fashion because I realize the special importance of the coming affair and the great value it will be to you as a helpful means of conducting your business. Maybe you felt some difference about speaking to yourself about it, not realizing the intense interest and good will such an occasion creates.

The bicycle and accessory manufacturers are not holding the convention simply as an excuse for a "good time." Not by a long shot! It is going to be a real gathering of a multitude of all branches of the bicycle industry, for the purpose of furthering the industry and promoting the sales of goods. Every minute of the four days of the show and convention will be a busy one, and ideas will be swapped in earnest discussion of the best methods to bring back normal conditions (you know what tough times followed the period of reconstruction when oceans of real salty tears were spilled, and everybody was fidgety, etc., eh!).

I realize you are busy attending to the business end of your business, but if you can get away, even if it is only for one day, to hop to the seashore city, I'll guarantee you'll go home with lots of pep and a load of ideas on selling that will keep you busy until the next show.

Remember how it was predicted. Friend Dealer, that the show in Chicago last year would be a humdinger of a success? Remember, eh! And how everybody who attended exclaimed quite loudly, "Some Show!" (Only I don't gamble, I'd bet you remember.)

The biggest men in the industry are going to be there—manufacturers, jobbers and dealers—and, if you go, you will mingle right with them, in fact, they are anxious to meet you. The principal purpose of the show idea is to build up a bigger and better bicycle business, friend, and I am sure you're ready to pitch in and help. Whether you are a large or small dealer does not matter, for you can carry away from the show many good ideas, any one of which can be translated into profits to pay your traveling expenses many times over. (By the way, your railroad transportation will be reduced considerably if you purchase a Summer Tourist Ticket to Atlantic City, it's cheaper than the excursion rate. Then when you get to Atlantic City you will get reduced rates at the hotels if you tell them you are one of the fellows that came to attend the Bicycle Show and Dealer Convention.)

This year's exhibit is going to eclipse any previous show, so Show Manager Coffman tells me. And if you have the interest of your business at heart, you can't stay away.

I suppose you have become sickened of the depression and hard times. So have I. So has anybody with an ounce of pep in his system. Good times are coming through—coming fast—but we can't all sit down and wait. We must do something at once to make sales. The dope that'll be handed out at the show will make you "step out" with the elasticity of a rubber salesman trying to stretch his sales to the peak!

Get busy, old top, and start dusting off your traveling bag—and bring the missus, too.

I await your reply with interest and hope I may have the pleasure of meeting you and the rest of the boys when they gather around our booth for "sales food."

Yours cyclingly,
HARRY J. MCCARTHY,
Executive Secretary.

P. S.—The show will be held on the famous Garden Pier, next to Keith's Theatre.

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

A LITTLE more rain fell at Worcester, Mass., on Monday, and Pat Logan had to postpone his races once more. Pat has sure been hit hard this season.

* * *

At Bordeaux, France, Bob Spears, the Australian, defeated Gabriel Poulain, France, and Arthur Fournous, France, in the feature sprint race on Sunday, July 23.

* * *

"Jumbo" Wells, the befreckled New Zealander, has been rowing races again. He of the many freckles challenged "Pat" Hannan for the championship of New Zealand and Hannan easily defeated "Jumbo."

* * *

One of the most consistent tandem teams performing at the Newark and New York Velodromes is that of Gus Lang and Alfons Verraes. They are always in the money if not winning the races. Both are strong riders and make an ideal tandem combination.

* * *

Walter Rutt has apparently recovered in great shape from his fall at the Treptow, Germany, track. At Cologne Rutt won two races on Sunday, July 23, Walter taking the Grand Prize of Cologne from Ostermeyer, Stabe, Herbst and Winer and also the point race from Herbst and Gottfried.

* * *

The Commercial Cable Company sent out a notice earlier in the week that due to disturbed conditions in Ireland that five cables the company has running from Ireland to this country would be out of commission for some time. That may be the reason no news came from the world's championships that terminated at Liverpool on Monday.

* * *

Bill Bailey, the English sprinter, and Pete Moeskops, the Hollander, were the stars at Le Creusot, France, on Sunday, July 23. Moeskops won an alternance match against Bailey, Lucien Louet and Duclair, while Bailey and Duclair won a 18.6-mile race. The Blin brothers were second; Laurent and Cognet, third, and Moeskops and Louet, fourth.

* * *

After standing on the record book for 24 years, from 1898 to 1922, the record for 100 meters (109.3 yards) standing start has been beaten. On Nov. 1, 1898, Barthait, the French sprinter, did 9 2/5 seconds at Lille, France. At the Parc des Princes Velodrome, near Paris, on July 20, Seraphim Morel, a French amateur sprinter, did the 100 in 9 1/5 seconds.

* * *

Jack Neville, former trainer of Frank L. Kramer, is now sporting a watch, which was presented to him by the retired champion. Frank gave Mory Gordon, his last trainer, a watch and gave one exactly like it to Neville, the champion wanting to show his appreciation to the men who helped him along in his carer. It was very thoughtful of the great cyclist and shows he was a champion on and off the track.

* * *

George Seres, the French cyclist who was badly injured in a paced race at New Bedford, aMss., recently, has left the hospital at New Bedford for his homei n Revere, Mass. Seres will be confined to his bed for some time, thereports say, and it is very doubtful if he can ride a race for many months, and he says he will ride no more paced races.

* * *

When the news of Frank Kramer's retirement reached Paris, the Parisians could hardly believe it. The management of the new Velodrome, Buffalo, which is to be opened in the Autumn, had planned on having Kramer appear at the opening meet, but that plan will have to be abandoned. The Parisian fans always liked Kramer and the Paris sporting papers gave the retired champion fine boosts on his retirement.

* * *

News comes from up New Bedford way of an auto trip taken by Carl Ruden, the pacemaker, and Worth Mitten, the cyclist. Ruden and Mitten started for Boston, but landed up near Worcester, Ruden getting lost on the way, having to stop en route overnight and getting well bit by mosquitoes. Mitten says "Never Again," but Ruden is more hopeful. It is said that Ruden got lost because there was no moon shining. What do they mean?

* * *

Fame is still pursuing Frank L. Kramer, the retired champion. The Newark Sunday *Call* of August 6 reported a son of Eldridge and Carrie Palmer, named Frank L. Kramer, while Frank won another match on Friday last, this time in the ancient and honorable game of golf. While my knowledge of "meadow billiards" is somewhat near the zero mark, it is said that Frank had a 38 for the last nine at Forest Hill and was quite pleased with himself for breaking 49 over the nine-hole stretch as that means hugging pretty close to even 4's and that is regarded as pretty nifty golf. By his nifty playing, Frank will now go from Class B to Class A and will also suffer a cut in his handicap. It's a wee bit Scotch to me, but I am giving it for my golf friends.

Alfons Verraes, in rear, and Gus Lang, a consistent tandem team

* * *

If the preliminary reports go for anything the Amateur Bicycle League of America will stage the greatest race at Atlantic City in years. The clubs throughout the country are keenly interested in the title races and have been running eliminations to see who will represent the club in the State trials and finals. The preliminary eliminations have been finished in New York and New Jersey, and other sections of the country will be finishing up the State series on Saturday and Sunday of this week, or a week later. States to the number of 32 will be sure to be represented at Atlantic City when the finals will be run, and some keen competition is sure to be on tap. Great credit is due the A. B. L. officials for the manner in which they have conducted the elimination trials, and the running of the final is certain to be satisfactory to all hands.

* * *

There has been plenty of rain throughout the New England circuit of bicycle tracks, as well as the bowls at New York, Newark and Philadelphia. The many downpours, torrents or whatever one may wish to call them have not been the only troubles the track managers have had to contend with. The motor-paced riders and the pacemakers are a source of great annoyance to the said track managers. Several times this season our correspondents have written in about the riders getting off their bicycles for no apparent reason at all. They get off after going a few miles in a race, change to another bicycle, losing, of course, a few laps or miles according to their speed in changing. A few laps or a few miles means nothing to them, but it surely spoils a race. The paced game is governed by proper regulations as to the pacing motor and the bicycle ridden by the rider. Regulations are not hard to enforce if the racing officials set out to enforce them, but where one rider gets away with some infraction of the rules, another rider will try to follow suit or beat the rest of them to a new scheme. The riders are not the only ones that are losing a few winks of sleep trying to figure out how to reduce the air resistance for the rider a shade more. To see the pacemakers line up before the start of a paced race is good. They get out on their motors and then start to make themselves spick and span—for the benefit of their riders. One would think to see a pacemaker dolling up on a motor before a race that he a social engagement immediately after the event was finished. The coat has to be just so and so do the sleeves and, of course, a little extra clothing, if they can get away with that, will also help some. Eddie Gilchrist, proprietor of the Broken Inn, located next door to the Newark Velodrome, tells a story about how he made certain bartenders work in tights, not that they looked well in tights, but for financial reasons. Guess about the only salvation is to make the pacemakers wear tights and make the bicycle riders live up to the regulations. The riders are quick thinkers and when a rider breaks a rule, he is only inviting the entire fleet to do likewise and to do it in a hurry.

Title Race *Is* Very Close

WHEN Willie Spencer won the one-mile national championship at the Newark Velodrome on Wednesday night, August 2, he gained four points on Ray Eaton, who had been in the lead for a week or so, as Ray only finished fourth in the race. Willie beat his brother, Arthur, in the race for first and second, while Alfred Goullet beat Eaton for third. The standing of the leaders is Eaton, 28 points; Willie Spencer, 27; Arthur Spencer, 20, and Alfred Goullet, 17.

The heats were won by Eaton, Willie Spencer, Goullet, Arthur Spencer, Orlando Piani, Cecil Walker, Alfred Grenda and Reggie McNamara. Eaton beat McNamara in the first semi-final; Willie Spencer led Cecil Walker over the line in the second, winning handily; Art Spencer defeated Piani in the third, a close race, while Goullet won from Grenda in the fourth. After many delays Art Spencer beat Eaton in the first grand semi-final, and Willie beat Goullet in the second. McNamara, Grenda, Cecil Walker and Piani was the way the title consolation finished.

A novelty event on the card was a sixth of a mile lap trial against time. Alfred Grenda scampered over the circuit in 15 4/5 seconds and took the money. Cecil Walker did 16 seconds and was second best. Art Spencer, Willie Spencer and Ray Eaton were "Ingersolled" in 16 1/5 seconds and divided third, fourth and fifth monies. Others to try were: Floyd Krebs, 16 3/5; Hans Ohrt, 16 2/5; Harry Kaiser, 16 2/5; Francesco Verri, 16 4/5, and Aleck McBeath, 17.

A ten-mile invitation, which was paced by riders on singles, went to Alfred Goullet, who beat Alfred Grenda, Fred Hill, Cecil Walker, Reggie McNamara and Aleck McBeath in that order. Walker, however, was disqualified and suspended for trying to swing like a gate. Harry Horan, the champion of the A. E. F., won the two-mile handicap for the cash-chasing pedal artists, Harry beating Fred Weber and Charlie Jaeger over the line.

Pierre Sergent, the Frenchman, won a match race against Reggie McNamara, the localite, in two straight heats, and Fred Spencer, the Plainfield amateur, accounted for two amateur races, the two-third-mile handicap and the three-mile lap race. Summaries:

Two-Third-Mile Handicap, Amateur—Won by Fred Spencer, scratch; second, Elmer Bundt, 15 yards; third, Henry Skarbek, 60 yards; fourth, E. C. Bendi, 15 yards. Time, 1:15 3/5.

Two-Mile Class B, Amateur — Won by Michael Ulrich; second, Michael Dolan; third, John Patrick; fourth, Jack Davis. Time, 4:12 3/5.

Three-Mile Class A, Amateur—Won by Fred Spencer; second, Willie Grimm; third, Anthony Beckman; fourth, Elmer Bundt. Time, 6:04 3/5.

Two-Mile Handicap, Professional—Won by Harry Horan, 200 yards; second, Fred Weber, 140 yards; third, Charles Jaeger, 160 yards; fourth, Jerry Nunziata, 230 yards. Time, 3:41 4/5.

Ten-Mile Open, Professional — Won by Alfred Goullet; second, Alfred Grenda; third, Fred Hill; fourth, Reggie McNamara. Time, 19:25 2/5.

GRENDA COPS FOR TEAM

ONLY one event, a 62 1/2-mile team race, was run at the Newark Velodrome last Sunday. The race saw 22 teams start and the conditions called for a sprint each two miles up to 60 miles and then one mad dash at the finish for increased points. In the intermediate sprints first place counted seven points, while second, third and fourth counted three, two and one respectively. The final dash netted the winner 25 points; second, 15; third, 10 and fourth, 5.

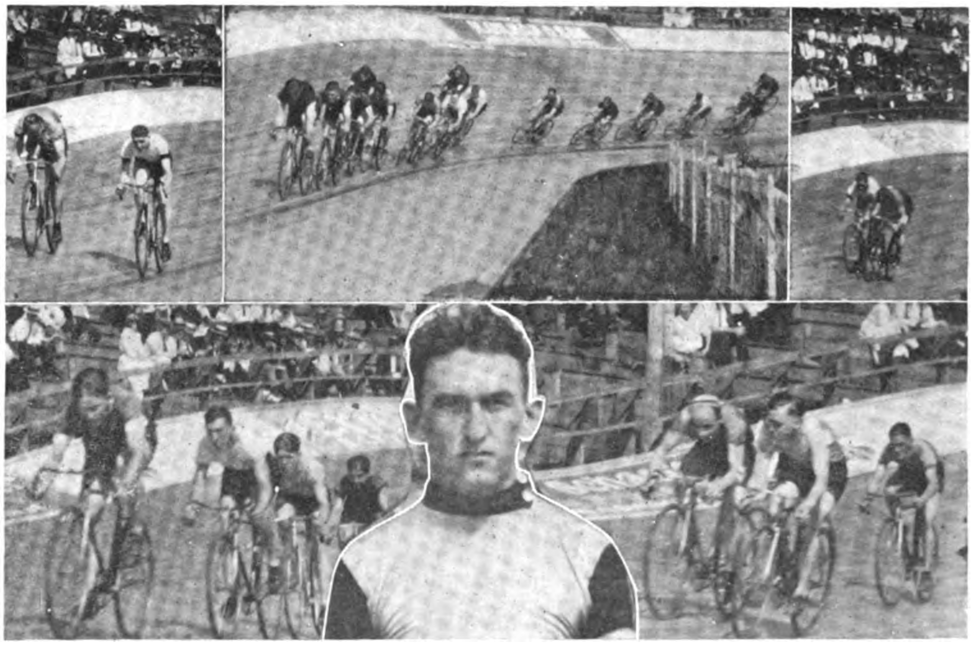
The battle narrowed down between Alfred Goullet and Bobby Walthour, Jr., and Alfred Grenda and Percy Lawrence. Before the start of the last sprint only a few points separated the Goullet-Walthour and Grenda-Lawrence teams, but in the final dash McNamara raced Goullet for almost the entire last lap and when Goullet had tired Grenda, who was coming on the outside, beat Goullet down the stretch and pulled Aleck McBeath with him into second place. Goullet was third and Hill fourth in the last dash.

In all there were 31 sprints throughout the race and there was some fine competion on tap in most every sprint. Goullet and Walthour were made the favorites with the crowd, and if any rider did anything to either of them they were sure to get a fine booing. That was the case when Harry Kaiser would not back out and give Walthour a position. Kaiser immediately became the villain of the race and was "razzed" aplenty for the remainder of the race. The final standing follows:

Team	Pts.
Grenda-Lawrence	87
Goullet-Walthour	69
C. Walker-Hanley	56
Kaiser-Eaton	51
McNamara-Thomas	43
Hill-Papworth	42
McBeath-Drobach	30

The time of the race was 2 hours, 16 minutes and 6 1/5 seconds. The order of finish in each of the 31 sprints follows:

1—Grenda, Lands, C. Walker, Verraes.
2—Eaton, Lang, McNamara, Hill.
3—Kaiser, Grenda, C. Walker, Papworth.
4—Eaton, Young, McNamara, Madden.
5—Grenda, Walthour, C. Walker, Taylor.
6—Lawrence, McNamara, McBeath, Goullet.
7—Ohrt, Thomas, Young, Kaiser.
8—Goullet, Sergent, Declerck, Piani.
9—Walthour, Grenda, Jaeger, Lands.
10—Goullet, McNamara, Hill, Young.
11—Verri, Hanley, Grenda, Papworth.
12—C. Walker, Eaton, Goullet, Lang.
13—Grenda, Papworth, Walthour, Sergent.
14—Goullet, McNamara, Eaton, Lang.
15—Kaiser, Young, Grenda, Papworth.
16—Goullet, Eaton, C. Walker, Declerck.
17—McBeath, Walthour, Thomas, Hill.
18—McNamara, Goullet, Hill, Lawrence.
19—Grenda, Papworth, McBeath, Thomas.
20—C. Walker, Young, McNamara, Hill.
21—Hanley, Grenda, Papworth, Lands.
22—C. Walker, McNamara, Hill, Lawrence.
23—Grenda, Papworth, Hanley, Thomas.
24—C. Walker, Hill, Goullet, Young.
25—Eaton, Lands, Papworth, Grenda.
26—Young, C Walker, Hill McBeath.
27—Eaton, Hanley, Papworth, Grenda.
28—McNamara, McBeath, Hill, Goullet.
29—Goullet, Grenda, Hill, Thomas.
30—Taylor, Thomas, Hanley, Hill.
31—Grenda, McBeath, Goullet, Hill.



With amateur and pro. at the Newark Velodrome, Sunday, July 30. Upper left, Sergent passing Madden in back stretch of first heat of match; upper center, line strung out in pro. handicap with Peter Drobach carrying them along; upper right, Willie Spencer, on pole, holding off Ray Eaton in match; lower left, Willie Beck leading Willie Grimm, Burton Fenn and Frank Importico in semi-final of two-mile amateur championship; lower right, E. C. Bendi passing Roy Mobeck in semi-final of amateur championship lower center, Willie Grimm, winner of two-mile amateur championship; lower right, E. C. Bendi passing Roy Mobeck in semi-final of amateur championship

VERKEYN AND WILEY WIN

Worcester, Mass.—At the Worcester track on Thursday night, August 3, the motor-paced teams made up on one side of Charles Verkeyn, of Belgium, and George Wiley, of New York, who made up the winning pair, and on the other side of George Chapman and Jackie Clark, former sprint rider, delighted a big crowd of fans. The go was over the 35-mile distance, team points being awarded on a five-mile basis. The winners received 37 points and the losers 35. Verkeyn finished in the fastest time of the four riders, 50:14 3-5.

Had not Chapman encountered pacing trouble when he was leading Verkeyn by three laps on the 28th mile, he would probably have made the fastest time and also won the race for himself and his partner. George switched to Clark's motor and finished the race thus, but Verkeyn had overtaken him before he could reach his regular speed again.

There was a lot of interest in the Worcester County amateur championship race, the final of which, over the middle distance, was won by Malcolm Wallace, of Marlboro.

Young Tom Logan, Manager Pat Logan's son, proved again that he is one of the coming stars of the game by winning the five-mile amateur open in 11.45 1-5, faster time than was made by James Cobert, who won the professional event of the same length. The summary:

First semi-final Worcester County Amateur Championship (3 laps)—Won by Harold Aldrich; second, Charles Levine. Time, 1:00 1/5.

Second semi-final—Won by Walter Greenquist; second, Mal Wallace. Time, 1:19.

Final (one mile)—Won by Mal Wallace; second, Walter Greenquist; third, Charles Levine. Time, 2:19 1/5.

Four Lap Handicap (professional) first heat—Won by Tim Sullivan, 90 yards; second, Wm. Cupit, 80 yards; third, Denny Connolly, 110 yards; fourth, Ralph Spiers, 35 yards. Time, 1:03.

Second heat—Won by Hugh McPartland, 105 yards; second, Frank Drobach, 110 yards; third, Bert Carmody, 100 yards; fourth, J. B. Rollins, 95 yards. Time, 1:02.

Final heat—Won by Hugh McPartland; second, Tim Sullivan; third, Denny Connolly; fourth, Nelson MacKenzie; fifth, Wm. Cupit; sixth, Frank Drobach. Time, 1:03 1/5.

Five-Mile Open (Amateur)—Won by Tom Logan; second, Walter Greenquist; third, Shep Richmond; fourth, Sam Gow. Time, 11:45 1/5.

Five-Mile Open (Professional)—Won by James Cobert; second, Tom Grimm; third, Nelson MacKenzie; fourth, Archie MacDonald; fifth, Hugh MacPartland; sixth, Bert Carmody. Time, 12:16.

Thirty-five Mile Motor Paced Team Race—Won by George Wiley and Charles Verkeyn. Time, 50:14 3/5.

WILEY WINS GOLDEN WHEEL

Revere, Mass.—George Wiley, the New Yorker, captured the annual 50-mile Golden Wheel motor-paced race at the Revere Beach Cycle Track, Wednesday, August 2. Wiley defeated Clarence Carman, Long Island; Champion George Chapman; Charles Verkeyn, Belgium, and Vincent Madonna, the Providence Italian, in that order, and the time was 1:10:55.

The Golden Wheel was first run in this country in 1902 at the Charles River Park and was won by Jimmy Moran. Since that time it has been won by such noted riders as Stinson, MacLean, Caldwell, Walthorn, Michaels, Didier, Linart, Carman, Wiley, Madonna and Verkeyn.

This race at the 50-mile distance is one of the hardest contests staged today, as it taxes not only the speed of a rider, but his endurance as well.

Charles Verkeyn, the elongated Belgian who won the Golden Wheel last year, was at the tape to defend his title. In winning last year Verkeyn pedalled to a new track record of 1 hour, 9 minutes, 28 seconds for the race. Summaries:

Third-Mile Handicap, Amateur—Won by Milton Williamson, 90 yards; second, Angelo D. Rosa, 95 yards; third, Charles Sakey, 85 yards; fourth, Michael Verrochio, 90 yards. Time, 36 seconds.

Miss-and-Out, Amateur—Won by Frank Hughes; second, Joseph Reni; third, Angelo Arduino; fourth, Tom Logan. Time, 6:34 1-5. Distance, 3 miles.

Half-Mile Handicap, Professional—Won by Leo Maggoli, 120 yards; second, William Cupit, 105 yards; third, Tom Connolly, 115 yards; fourth, Hugh McPartland, 110 yards. Time, 51 4-5 seconds.

Five-Mile Open, Professional — Won by Frank Cavanagh; second, Willie Keller; third, James Cobert; fourth, Nelson McKenzie. Time, 12:40 1-5.

Fifty-Mile Golden Wheel Motor (paced race), Professional—Won by George Wiley, New York; second, Clarence Carman; Long Island; third, George Chapman, Newark; fourth, Charles Verkeyn, Belgium; fifth, Vincent Madonna, Providence. Time, 1:10:55:

MADONNA WINS ANOTHER ONE

New Bedford, Mass.—Vincent Madonna, the Providence Italian, won the hour motor-paced race at the New Bedford Cycledome on Monday night, July 31. Madonna defeated George Chapman, paced champion, and Jules Miquel, the French rider, the latter falling in the last few minutes. In the hour, 40 2-7 miles were covered. Summaries:

Four-Lap (4/7-Mile) Handicap, Amateur—Won by Merrill Brown, 70 yards; second, Manuel Nunes, 75 yards; third, Abner Bailey, 20 yards; fourth, William Coe, 85 yards. Time, 1:07.

Three-Mile Lap Race, Amateur—Won by Leonard Harten, 14 points; second, tie between Fred Jarvis and Frank Frazzini, 7 points; fourth, Chick Meyers, 6 points. Time, 6:46 4/5.

Inter-City Pursuit Race—Won by James and William Coe, Taunton; second, Roland Sevigny and William White, New Bedford. Time, 3:34. Distance, 1 mile and 1,125 yards.

Three-Lap (3/7-Mile) Handicap, Professional—Won by Michael DeOrio, 20 yards; second, Oswald Colonna, 55 yards; third, G. Prococini, 50 yards; fourth, Tommy Fitzsimmons, scratch. Time, 42 2/5 seconds.

Three-Mile Open, Professional — Won by Louis Gilson; second, Hubert Norantonio; third, Tommy Fitzsimmons; fourth, Frank Depanni. Time, 7:06 2/5.

Victor Linart, the Belgian paced champion

MADONNA DEFEATS LINART

Providence, R. I.—A crowd of 9,000 fans, the greatest audience in four years, outside of a special meet, saw Vincent Madonna defeat Victor Linart in a special match race at the Cycledrome Tuesday night, August 1. Four heats were found necessary to the argument. Confusion cropped out, and the crowd went wild. Most of it came at the end of the third heat, when Madonna dropped off with a spoke broken. Linart had victory in his grasp, but when he saw Madonna quit he followed suit. He discovered four broken spokes in his wheel. The fourth heat was a compromise sort of thing, with the men set for five miles, which Madonna captured by having a bigger lead than Linart.

Madonna won the first heat in 2 miles 4½ laps, while the Italian hoisted the flag in the second at 9 miles 1¼ laps laps. The third heat was in the 26th mile, when the men quit to change bicycles. During the melee Stein and Gatehofs, the two pace makers, were obliged to swap clothing at the protestation of Madonna.

Bobby Walthour, Jr., defeated Willie Kellar in two straight heats, mastering the New England ex-champion with comparative ease.

KELLER POPULAR AT WORCESTER

Worcester, Mass.—On Monday, July 31, Willie Keller's popularity with patrons of the Lake Cycle track was demonstrated, when he won the four-cornered motor-paced race over Vincent Markey, Frank Keenan and Worth Mitten, the Davenport, Ia., veteran. Keller won by a mile over Mitten, who crossed the 24-mile mark just as Keller finished the race. Markey and Keenan, each of whom had made a fine race earlier in the event, were off the track through accidents to their wheels. Keller rode the 25 miles in 36 minutes 1 4-5 seconds, which would have been faster had he been forced in the closing miles. Summaries:

Five-Lap (5/7-Mile) Handicap, Amateur—Won by Charles Levine, scratch; second, Walter Greenquist, 20 yards; third, Henry Vaudreuil, 70 yards; fourth, William Magill, 60 yards. Time, 1:31.

Pursuit Match, Amateur—Won by R. E. Leonard; second, John Flynn. Time, 3:29 1/5. Distance, 1 3/7 miles.

Miss-and-Out Race, Amateur — Won by Tom Logan; second, Shep Richmond; third, Ray Williams; fourth, Charles Levine. Time, 3:29 4/5. Distance, 1 3/7 miles.

One-Mile Handicap, Professional—Won by Walter McKenzie, 125 yards; second, Frank Drobach, 120 yards; third, J. B. Rollins, 115 yards.

Ten-Mile Open, Professional — Won by Frank Cavanagh; second, Ralph Spiers; third, Archie McDonald; fourth, Tommy Grimm. Time, 21:31 2/5.

C. W. A. IN MANITOBA

Toronto, Ont.—The Canadian Wheelmen's Association has again invaded the Canadian Middle West by the organization of a branch of the sport governing body for the Province of Manitoba. Officers of the Manitoba Division, the headquarters of which are at Winnipeg, have been elected as follows: President, J. G. Pape; vice-president, C. J. Scott; secretary-treasurer, C. H. Harness; racing chairman, W. G. Snowden; handicapper, James Boswell; chief timekeeper, M. Stoneson; advertising chairman, A. J. Bukoske; publicity, J. F. Chalmers.

BOOK SHOW AND RACES

Toronto, Ont.—A bicycle, motorcycle and sporting goods show will be one of the new features of the annual Canadian National Exhibition which is to be conducted at Toronto from August 28 to September 9. One of the buildings at the fair grounds has been set aside for the purpose and all exhibits of two-wheelers and sport requisites are to be housed in this structure, which is of permanent type. Two bicycle races, a one-mile open and a three-mile handicap, will be held on final day.

The Bay View Wheelmen Celebrate

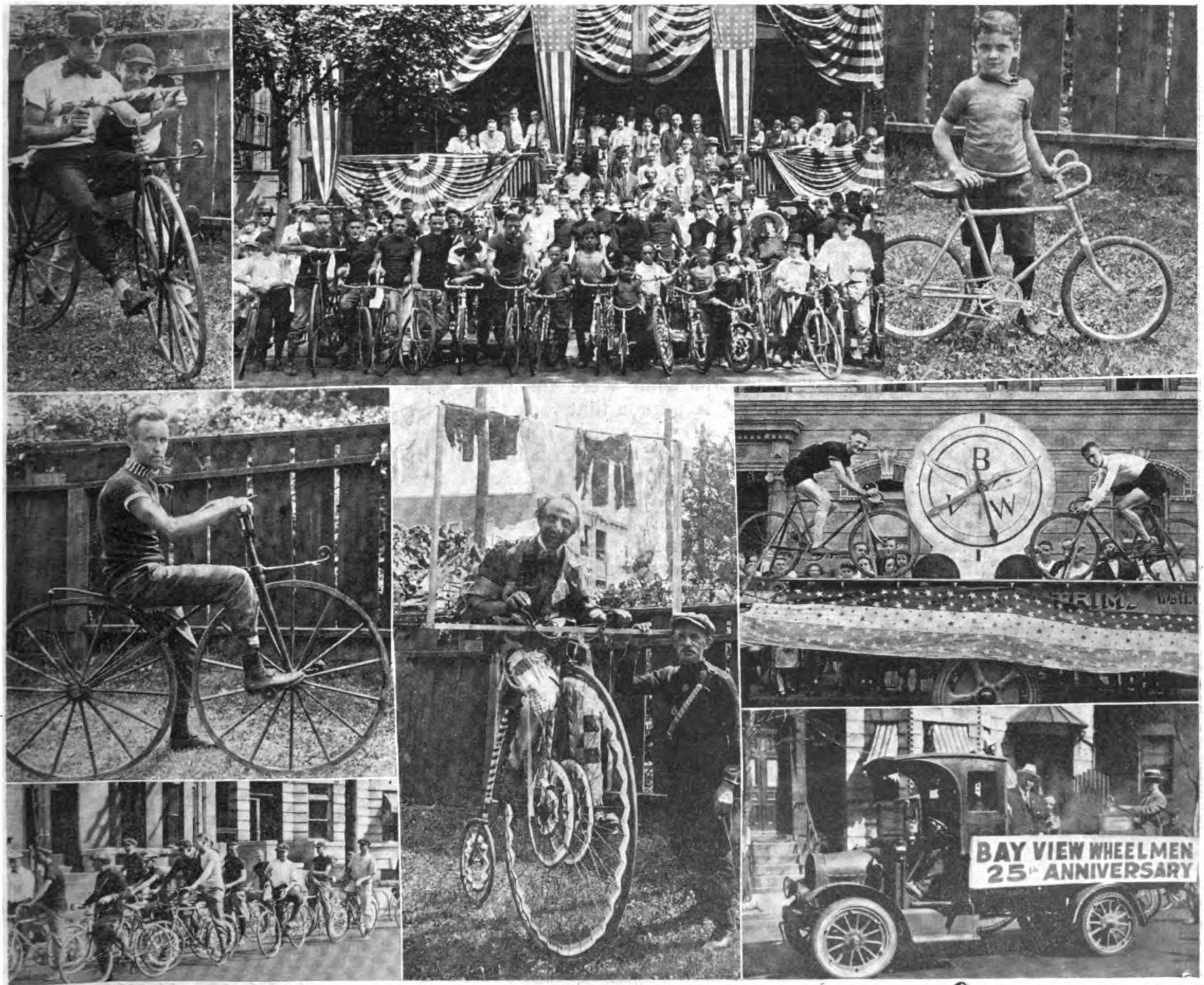
By Walter Grenda

WHEN one comes to writing the history of Bay View Wheelmen of Newark, N. J., one has to go back to the days when cycling was in *its* prime. It was a hot Summer night, July 29, 1897—when a number of young *men,* ambitious riders every one of them, met in a modest little room at 483 Springfield Avenue, and founded what was destined to become the most powerful and most prosperous bicycle club in New Jersey.

The prime movers in the project were men who today are prominent in the affairs of the Bay View Wheelmen from Maine to California. There were in that small party Jacob Thier, William Rein, Frank Venino, Peter Thier, John Schroeder, Edward Wengel, and Fred Peace. They met again a week later and organized the club, electing officers and closing the charter list with a membership of eighteen. It was a modest sort of beginning, but the young club right then and there laid down some rules which have been adhered to rigidly, and whose close observation has made the club the successful organization which it is today.

Clean sportsmanship and a fraternal feeling, are the principles of the Bay View Wheelmen at all times. Blue and red were adopted as the club colors. On the following Sunday the first club run was held with Scotch Plain as the destination and it was a successful outing, quite in keeping with the club's present records. The membership increased rapidly and by the end of August the treasurer reported a magnificent balance of $2.40 in the treasury and everybody was happy. In September of that year the club had a run to Lake Hopatcong, the members reported at 7:30 a. m., and they had what they called the banner event of the club, and even now to Lake Hopatcong and back in a day is considered a good run for the seasoned rider with the good roads; but in 1897 it was even harder, for most of the riders fell asleep coming home that night on their bicycles.

At the meeting which followed this run the members decided to purchase


BVW
BAY VIEW WHEELMEN 25th ANNIVERSARY

Photos by William Sulzer.

Celebrating and parading with the Bay View Wheelmen. Upper left, Ray Nestor, winner second prize in most comical class; upper center, part of the crowd that turned out at the club house; upper right, Jack Brennan, Jr., one of the many juveniles; left center, Chris Gregorson, most unique outfit; lower left, part of the parade; lower center, Walter Grenda and his winning outfit; right center, Larry Seuffert, left, and Andy Watts, on home trainer in parade; lower right, the caliope that led the parade an American flag and a pennant at the cost of $8.00, which looked so big that it almost fell through, because they only had about $1.06 in the treasury after that, where at the present day the treasurer turns in over $500 every month.

In 1898 The Bay View Wheelmen were hopeful and confident. A committee was appointed to look for private headquarters, which they secured at 27 Holland Street, and, of course, they did not have the highly polished furniture they have today, but they had quarters of their own which made everybody happy. Incorporation papers were then filed and in 1901 the Bay View Wheelmen as a club was incorporated.

Then came the uniforms and club buttons. When the Spanish War broke out the wheelmen had a membership of over a hundred, and all trained athletes in good physical condition, and at the first meeting adopted a resolution offering to Governor Voorhees the service of the club's members individually or in a body, and it was a memorable occasion. Like other bodies of volunteers the B.V.W. enlisted just the same, doing their duty and reflecting credit upon the club which had trained them. In 1900 the wheelmen were the life of Newark by holding concerts and running excursions, but were well paid for their hard work. Two days before Christmas of the same year the club bought two city lots for spot cash, which left the treasury just $24 to the good. The following year the excursion was a big success, and in September the wheelmen held their first track meet at Vailsburg and brought together a match race between the three stars of the day for a $500 purse.

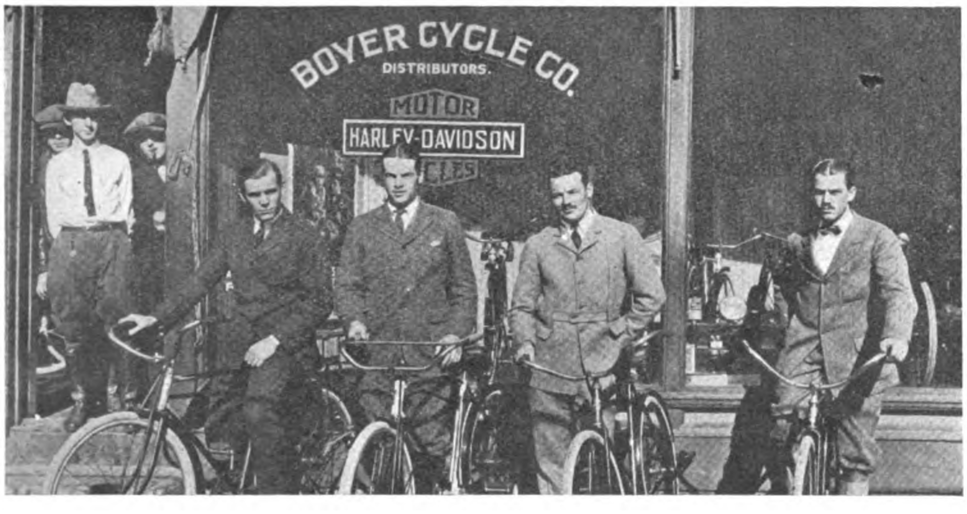
October, 1901, ground was broken for the new club house on South Sixth Street, and in June, 1902, the club house was opened for the members, and they had a three-day celebration. Today the Bay View Wheelmen is one of the largest and most active bicycle clubs in the United States. Then there came a slump in the cycle sport throughout the country and a good many clubs went out of existence. The Bay View Wheelmen, however, still kept up their good work.

Members of the Wheelmen won so many laurels on the roads that they are too numerous to mention. But in 1916 and 1917, John L. Staehle, representing the Bay View Wheelmen won the national amateur championship. This started the ball arolling and a Bay View Wheelmen member has won the national amateur championship ever since. In 1918, August Lang, representing the Wheelmen, finished first; in 1919 Charles Osterritter won first honors. Although Fred Taylor and Bobby Walthour, Jr., are members of the Bay View Wheelmen, they were not representing the club at the time they won the amateur championship of America.

On Saturday and Sunday, July 29 and 30, the Bay View Wheelmen celebrated their twenty-fifth anniversary at their club house. The Wheelmen started off on Saturday afternoon with a monster street parade in which 200 members were in the line of march. The big feature of the parade was the bicycle home trainers on a float. Larry Seuffert and Andy Watts rode the rollers from the time they left the club house until they returned, and every time the truck was held up for a few minutes both riders would start a hard jam.

The following were the prize winners in the parade that took them over six miles of Newark's streets: Best decorated, first prize won by William Keefe; second prize won by Geo. Keefe, the father of William. Both riders were dressed to kill and their bicycles decorated very nicely. First prize for most comical riders was won by Walter Grenda, who was dressed as a tramp on his old bonebreaker, with a washline attached to the handle bars. Ray Nestor, dressed up as Harold Lloyd, copped second prize for the most comical rider. Chris Gregorson won the prize for the most original rider, riding an old time wheel with wooden wheels, spokes and handlebars. William Brindle, age five years, won the special juvenile prize with the best B. V. W. outfit, and Herbert Thier won the special prize for the best juvenile decorated bike.

The parade was a big success and the best that was ever run of its kind. After the parade refreshments were served to all those in the parade. Saturday night at the club house there was a big dance held, while on Sunday night all the talent from the Bay View Wheelmen performed at the entertainment and dance that was held for the members and their friends.



Lafayette College Athletes who are touring the British Isles on bicycles

TOURING BRITISH ISLES

FIVE Lafayette, Easton, Pa., college athletes, all members of the senior class, are touring the British Isles and France on bicycles this summer and left immediately after college closing when they were presented their sheepskins. They return home in September.

The group shows, left to right, Sam Bartlett, halfback on the 1920 eleven; Joe B. Fogg, star halfback on the soccer team the last two seasons; Mal Graff, a member of the football and track teams; and Asa Bartlett manager of last year's football team and also a track man. The fifth man who is not in the picture is "Jumbo" Russ guard on the football team for three years.

All are on various makes of machines, with the exception of one man on a Harley-Davidson. They are standing in front of the Boyer Cycle Company, distributors of the Harley-Davidson in Easton, Pa., where the plans for the trip were made.

COULD NOT WAIT

A RETAIL dealer in leather goods, doing business in Baltimore, wrote a firm in southern Massachusetts ordering a carload of merchandise. The firm wired him:

"Cannot ship your order until last consignment is paid for."

"Unable to wait so long," telegraphed the merchant. "Cancel the order."

—Joy Book.

LORENZ WINS IN PRUSSIA

Willie Lorenz is the champion of Prussia. Lorenz won the title at the Breslau track, July 13, with Walter Rutt second and Neumann third. Rutt and Eugene Stabe won the tandem race the same day.

Chicago cycle maker pays a visit to the Newark Velodrome. Jake Magin, Newark pro., at left, with Emil Wastyn, make of the Wastyn Special, in center, and Roy Mobeck, Chicago amateur, at right

CHAMPION CHAPMAN WINS

AMERICAN Motor-Paced Champion George Chapman won the 25-mile motor-paced race at the New York Velodrome Tuesday night, August 8, Chapman defeating Frank Corry, Australia; Charles Verkeyn, Belgium; Larry Gaffney, Brooklyn, and Willie Appelhans, Germany, in that order. Verkeyn took the lead at the start and held it for a few miles, but blew up, and when Chapman passed him and Corry to take the lead there was nothing to it to the finish but Chapman. The time was 35:33 4-5.

John Patrick, the Newarker, won a five-mile amateur paced race. John met Felix Patti, the New Yorker, and Willie Marino, of Brooklyn, and the Newarker won handily in 7:46 1-5.

What was on the program as an unlimited pursuit race between Fred Spencer, of Plainfield, and Anthony Beckman, of Secaucus, was limited to ten miles after they had gone about seven miles with both riders about even. Spencer finally won in 24:45 4-5.

Arthur Spencer made short work of Hans Ohrt, the 'Frisco cyclist, and Pierre Sergent, the Frenchman, in a match, Spencer taking two straight heats with Sergent getting second in the first heat and Ohrt taking second in the second. Summaries:

Half-Mile Handicap, Amateur—Won by John Conover, 65 yards; second, Charles Winter, 80 yards; third, Gus Merkle, 40 yards; fourth, Louis Benezatti, 45 yards. Time, 54 1/5 seconds.

Two-Mile Handicap for New York Riders—Won by Louis Benezatti, 60 yards; second, E. C. Bendi, scratch; third, Rudy Zimmerman, 120 yards; fourth, John Amabile, 70 yards. Time, 4:15 4/5.

Two-Mile Class A, Amateur—Won by Roy Mobeck; second, Elmer Bundt; third, Sam Gastman; fourth, E. C. Bendi. Time, 4:07 1/5.

Miss-and-Out, Professional—Won by Anthony Young; second, John Bedell; third, Fred Taylor; fourth, Lloyd Thomas. Time, 6:32 3/5. Distance, 3 1/6 miles.

Two-Third-Mile Handicap, Professional—Won by Gordon Walker, 60 yards; second, Frank Bartell, 70 yards; third, Alfons Verraes, 30 yards; fourth, Carl Stockholm, 85 yards. Time, 1:14 2/5.

Two-Mile Tandem, Professional—Won by Anthony Young and Charles Osteritter; second, Gus Lang and Alfonse Verraes; third, Fred Taylor and Harry Horan; fourth, Tom Bello and Peter Drobach. Time, 4:37 1/5.

THE FIRST JOINT MEET

THE first joint meet of the Amateur Bicycle League of America and the Amateur Athletic Union was held at Celtic Park, L. I., Sunday, August 6, when the Eccentric Firemen ran their cycle races and games.

The events for the cyclists consisted of a one-mile scratch race and a ten-mile team race. Bert Marquard, of the Century Road Club Association, won the one-mile race from Al Everard, of the C. R. C. of A., and T. O'Shaughnessy, of the America's. The time was 2:48 4/5.

Owing to the poor condition of the track a number of teams that were on hand for the team race did not start. The feature of the race was the constant "jamming" of the Joe Crowley and J. Seawell team, the Acme Wheelmen entries, who lapped the field and scored 30 points. T. O'Shaughnessy and Al Everard scored 18 points for second, while J. Stabile and J. Haggerty, U. S. I., scored ten points for third. H. Heldman and J. Viana, C. R. C. A., six points, were fourth. The time was 29:30 4/5.

LINART A REVERE WINNER

VICTOR LINART, the Belgian champion, was the winner of the 35-mile motor-paced race at the Revere Beach Cycle Track, Saturday night, August 5. Linart beat Frank Corry, Australia; George Wiley, New York, and Jules Miquel, France, in that order. The time was 48:39 4/5. Corry, who encountered much motor trouble, put up a remarkable ride to get second out of the race.

Frank Cavanagh, the New England sprint champion, annexed a match race against Orlando Piani, the Italian, and Jackie Clark, of Newark. Cavanagh took the first two heats and Piani the third. Clark was second in the second and third heats and Piani was second in the first. Summaries:

Half-Mile Handicap, Amateur—Won by Tom Logan, 70 yards; second, Robert Lake, 60 yards; third, Anthony Bernard, 105 yards; fourth, Joe Sumack, 110 yards. Time, 54 4/5 seconds.

Miss-and-Out Race, Amateur—Won by Frank Hughes; second, Frank Logan; third, George Carmody; fourth, Charles McDonald. Time, 6:37. Distance, 3 miles.

Two-Third-Mile Handicap, Professional—Won by Dennis Connolly, 135 yards; second, Frank Drobach, 105 yards; third, J. B. Rollins, 125 yards; fourth, John Barry, 150 yards. Time, 1:12 4/5.

Five-Mile Open, Professional—Won by John Gallo; second, J. B. Rollins; third, Ralph Spiers; fourth, Archie McDonald. Time, 11:26 2/5.

LEADERS IN LIVELY TILT

CLARENCE CARMAN and Victor Linart, who are running first and second in the motor-paced table, are still separated by a single point after the finish of the past week's racing. Last week their respective standings were 97 and 96 and as each scored eight points during the past week the one point advantage still rests with Carman. Vincent Madonna has moved up into third place, Madonna having 87 points. The standing up to and including Saturday, August 5, follows:

Rider	1st.	2d.	3d.	4th.	Pts.
Clarence Carman	14	8	4	3	105
Victor Linart *	13½	9	3	2	104
Vincent Madonna	11	7	5	1	87
Jules Miquel	9	6	8	3	82
George Wiley	7	9	8	3	81
George Chapman	8	9	6	0	79
Frank Corry *	6½	10	4	0	72
Charles Verkeyn	4	3	6	3	44
George Seres	2	5	3	1	32
Frank Keenan	3	1	3	4	28
Jackie Clark	0	5	4	2	25
Vincent Markey	2	3	1	2	23
Geo. Colombatto	1	2	4	3	22
Willie Appelhans	1	4	1	2	21
Brask Andersen	2	1	2	3	20
Percy Lawrence	2	1	2	0	17
Willie Keller	2	1	1	0	15
Worth Mitten	0	2	2	2	12
Lawrence Gaffney	1	1	1	0	10
Ralph Spiers	1	1	0	0	8
L. Marcella	1	0	0	1	6
Archie Villa	0	2	0	0	6
Joe Mitola	0	1	1	0	5
Willie Upton	0	0	1	0	2
Louis Gilson	0	0	1	0	2
Humbert Norantonio ..	0	0	1	0	2
Rudolph Blomstrom ...	0	0	0	1	1

Points: First, 5; second, 3; third, 2; fourth, 1.

* Linart and Corry rode to a tie in race at New Bedford, May 29.

Points for first and second (8) were divided between them.

KEENAN NEW BEDFORD WINNER

New Bedford.—Riding a plucky race at the Cycledrome, Frank Keenan, of Revere, pedalled to a good win over Vincent Markey, of Passaic. Willie Keller of Newark and Worth Mitten, of Davenport, Thursday night, August 3 in a 35-mile race. Keenan lost six laps in changing wheels in the 12th mile on account of a broken chain, dropping into third place. He pedalled furiously, gaining lap by lap until he wrested the lead from Markey with two miles to go. Kellar was eight laps astern while Mitten trailed three miles to the bad.

Frank Cavanaugh beat Bobby Walthour, Jr., in two out of three heats in a special match sprint race.

Activities Among *the* Amateurs Cyclists

ANOTHER BATH RUN HELD

Brooklyn, N. Y.—Nine members of the Long Island Division of the Century Road Club Association left Bedford Rest, Brooklyn, at 9:00 a. m., Sunday, July 23, for a bath run to Sea Cliff, L. I. The uncertain weather in the morning kept many from taking a chance of a ducking.

The route was via Jamaica, from there over the Jericho turnpike to Mineola, then through Roslyn to destination. The pace was in keeping with the weather, decidedly warm, but all were able to hang on.

Some rather stiff hills were encountered coming into Sea Cliff, which developed appetites, and all were ready for dinner at Glen Cove. Broiled chicken, with the "fixins," was on the bill of fare and that with home-made berry pie to top off with made Richard feel like himself once more. It was only a short ride from there to the beach at Sea Cliff, and after allowing a reasonable time for the dinner to settle they were soon enjoying the briny.

The water was just the right temperature and with no surf made it really better for swimming. Some of the members tried diving for the first time with rather laughable results. A sign board announced that a trained seal would swim with the bathers at the beach. The seal was in a tank, but not with the bathers as announced. Two of the boys had cameras and snaps were taken of the crowd in bathing costume. All were much refreshed after the bath of an hour or so and were ready to start for home shortly after three o'clock. Coming out of Sea Cliff a long, steep hill was encountered and the youngest one of the crowd, Henry Fried, was the only one who had ambition enough to climb it.

While Joe Tilgner was descending a steep hill his handlebar extension broke and gave him quite a fall; fortunately he was going slow or it might have resulted disastrously. At Mineola a stop was made for ice cream and liquid refreshments. When a short distance east of Jamaica, on Hillside avenue, always heavy with auto traffic on Sunday, Geists' chain jumped the sprocket, breaking it in several places, but luckily he escaped without a fall.

Jack Fried played the part of the good samaritan by towing Geist to Eastern Parkway, Brooklyn, a distance of about ten miles. These bath runs will be repeated during July and August when other club activities do not prevent.

C. WINTER IS A STAR

West Hoboken, N. J.—The Americas held their first set of championship races to get the six best men of the club for the A. B. L. championship races, which will be held on August 13 and 20, on the Bayonne course. There were twenty-eight men on hand for the races, and heats were run with seven men in a heat, with two to qualify for the final. There were four heats for each event, and the finals were as follows:

One-fourth mile—Won by C. Winter; second, F. O'Shaughnessy; third, N. Smith; fourth, T. Flanagan; fifth, A. Everard; sixth, N. Winter; seventh, J. Rawlins.

One-third mile—Won by C. Winter; second, N. Smith; third, F. O'Shaughnessy; fourth, T. Flanagan; fifth, A. Everard; sixth, C. Sutter; seventh, J. Dashowitz.

One-half mile—Won by C. Winter; second, A. Everard; third, F. O'Shaughnessy; fourth, N. Smith; fifth, J. Rawlins; sixth, H. Lown; seventh, F. Bourne.

Scoring on basis of six for first, four for second, three for third, two for second and one for fourth, the score was:

C. Winter, 15 points; F. O'Shaughnessy, 7; N. Smith, 6; A. Everard, 3; T. Flanagan, 2; J. Rawlins, 1.

Next Sunday the members will meet at the same time and ride remaining two races, which are a one-mile sprint and a five-mile unpaced.

N. H. W. COMPLETES SERIES

West Hoboken, N. J.—The North Hudson Wheelmen completed their series of races for the club championship with a one-mile scratch and five-mile unpaced race at Hasbrouck Heights Sunday, July 30. The series of five races were at the same distances as will decide the A. B. L. of A. championships, and the six members scoring greatest number of points will represent us at the State championship on August 13 and 20 at Bayonne. Results:

One-Mile Open—Won by August Miller; second, Reisen; third, Beckman; fourth, dead heat between Charles Miller and Stephano; sixth, Heinsberg. Time, 3:08 2-5.

Five-Mile Unpaced—Won by Beckman, 13:37; second, Reisen, 13:54; third, Heinsberg, 14:03 4-5; fourth, August Miller, 14:10 3-5; fifth, Rosenbohm, 14:25 1-5; sixth, Menzer, 14:40 4-5; seventh, Keller, 14:42 1-5; eighth, Charles Miller, 14:45; ninth, Stephano, 14:45; tenth, Cooper, 15:09 2-5; eleventh, Abruzzi, 15:36 2-5; twelfth, Matthews, 15:53; thirteenth, Grashoff, 16:00 2-5; fourteenth, Walliser, 16:15; fifteenth, Weber, 16:28 4-5.

Point score: Beckman, 15; Reisen, 11; Charles Miller, 6½; August Miller, 6; Menzer, 5; Rosenbohm, 5; Heinsberg, 3; Corino, 3; Stephano, ½.

With Beckman under suspension, Reisen, Charles and August Miller, Menzer, Rosenbohm and Heinsberg will represent the club at the State championship.

'FRISCO RIDERS AT SAN JOSE

San Francisco, Cal.—A number of the New Century Wheelmen, San Francisco, journeyed to San Jose, Cal., on July 23 to enter the 20-mile (handicap) road race, staged by the Garden City Wheelmen, of San Jose. The race was run on the McKinley School course, a track three and seven-tenths miles in length. There was a large and eager crowd to cheer the San Jose men to victory, while visiting San Franciscans rooted for their home riders. First and second places were won by Garden City men, but the first three time prizes went to New Century riders. The results were as follows:

Pos.	Rider and Club.	Hdcp.
1.	H. Gorham, G. C. W.	3:30
2.	B. Wylie, G. C. W.	4:00
3.	C. Parks, N. C. W.	4:00
4.	H. Waldorf, G. C. W.	4:00
5.	Temple, G. C. W.	1:00
6.	N. Hill, G. C. W.	5:00
7.	C. Moe, N. C. W.	1:00
8.	Steve O'Connor, N. C. W.	Scr.
9.	R. Calison, G. C. W.	1:00
10.	P. Andrieu, N. C. W.	4:00

Pos.	Rider.	Time.
1.	N. Hill	53:50 1-5
2.	O'Connor	53:50 3-5
3.	Temple	54:50
4.	Moe	54:50 3-5

Five-Mile Juvenile—Won by C. Lodge, 19:45; second, Soren; third, H. Gorham.

Steve Schackinger, Acme Wheelmen member, winner of the five-mile unpaced trial for the Amateur Bicycle League of America championship on Mosholu Parkway, New York, July 30

AMERICA'S WIND UP COMPETITION

West Hoboken, N. J.—The members of the Century Road Club of America met Sunday morning, July 30, at the top of Weehawken Hill, at 8 o'clock. The captain called time and they journeyed down the Hudson County Boulevard to Bayonne where the final races were held, as follows, with twenty-eight riders on the run:

Class B, Two-Mile Handicap—Won by H. Brodofsky, 1 min.; second, F. Bourne, 45 sec.; third, C. Sutter, 45 sec.; fourth, H. Hintze, 45 sec.; fifth, H. Winter, 35 sec.

Class B, One-Mile Unpaced—Won by J. Dashowitz, 2:39; second, P. Schusztek, 2:41; third, H. Winter, 2:41 2-5; fourth, E. Hery, 2:42; fifth, H. Stock, 2:42 1-5.

Class A, Four-Mile Handicap—Won by A. Everard, 1:45; second, D. Rawlins, 1:35; third, J. Rawlins, 1:15; fourth, C. Winter, scratch; fifth, F. O'Shaughnssy, 25 seconds.

Class A, One-Mile Unpaced—Won by C. Winter, 2:24 4-5; second, F. O'Shaughnessy, 2:28 4-5; third, D. Rawlins, 2:29 4-5; fourth, J. Rawlins, 2:30 2-5; fifth, A. Everard, 2:31 1-5.

Final Standing Class A

F. O'Shaughnessy, 54 points; C. Winter, 39; J. Rawlins, 34; N. Smith, 32; D. Rawlins, 27; H. Kuntz, 25; A. Everard, 22; E. Perry, 16; A. Del Vechio, 9; H. Lown and W. Lock, 3 each; R. Jones, 1.

Final Standing Class B

P. Schuszetk, 54 points; J. Dashowitz, 34; O. Mangus, 26; H. Felsing, 25; T. Bigna, 18½; H. Stock, 17½; E. Hery, 16½; A. Cooper, 10; F. Bourne, 9½; J. Hoviss and W. Konsker, 8 each; F. Cifferilli, 5; H. Winter, 4½; H. Brodofsky, 4; C. Sutter, 3; H. Hintze and W. Leskin, 2 each; B. Diamond and C. Lehr, 1 each.

BOBBY MINCER A WINNER

Miama, Fla.—Bobby Mincer took first place from Anton Brice in the city wheelmen races, July 30, by winning the five-mile unpaced race, which gave him 19 points and Brice 18. Alonzo Stitcher is third with 5 and Marion Hewitt tied Walter Falkenberry for fourth place. These riders have qualified for the State championship bicycle races.

Results of the five-mile: Won by Bobby Mincer, time 13 minutes, 15 seconds; second, Alonzo Stitcher, 13 minutes, 43 seconds; third, Marion Hewitt, time 14 minutes, 15 seconds. This race was for five miles and each rider left five minutes after the other.

Earl Stark, misunderstanding the route, turned off at Douglas road instead of La Jeune road.

This race was a fast one and was run off in good time with each rider riding hard to keep the other rider from overtaking him.

The following riders have qualified for the State championship races: Guy Woodward, 14 points; Charles Penny, 13½ points; Raymond Carter, 7½ points; Earl Falkenberry, 4 points. The seniors are as follows: Bobby Mincer, 19 points; Anton Brice, 18 points; Alonzo Stitcher, 5 points; Walter Falkenberry, 4 points; Marion Hewitt, 4 points. This wound up the elimination races.

SAN JOSE GETS TITLES

San Francisco, Cal.—The California State championship bicycle races will be held in San Jose during August, under the auspices of the Garden City Wheelmen. Elimination races are to be held, both by the wheelmen and other State clubs, to determine what rider shall represent each club. The final dates for the State championships are August 19 and 20 and August 26 and 27. The date of the finals is not yet settled. The winner of the final event will be eligible to ride in the national championship races which will be held at Atlantic City, N. J., September 16. The Amateur Bicycle League of America, Inc., will pay the winner's expenses, including railroad fare, hotel expenses, etc.

There will be two championship races this year, instead of one, as heretofore. The junior race will be for boys up to 15 and the senior for older and experienced riders. Medals will be awarded to the winners in both junior and the senior events. Riders are expected from both northern and southern California, but the San Jose men will fight hard to keep the titles in the Garden City.

NEW RECORD BREAKER WRITES

San Francisco, Cal.—Pete Morgan, of Appeal Manufacturing Co., San Franci has received a postcard, mailed at Win mucca, Nev., from Arthur Owen, who is c rying the colors of the New Century Wh men, San Francisco, in an effort to lo the bicycle record between San Franci and New York. Owen writes that he is m ing good time, and believes that he carry the club's colors to victory.

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16 Warren Street, New York

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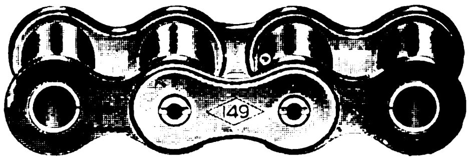

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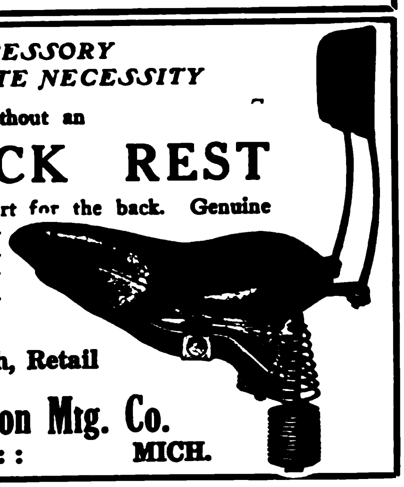

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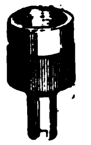

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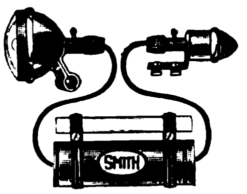

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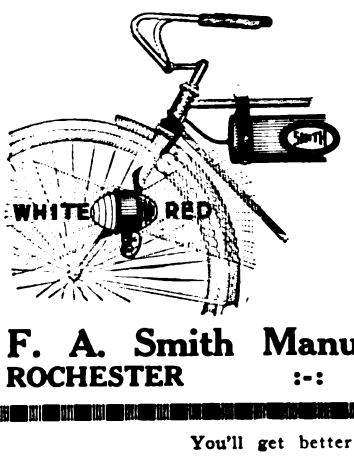

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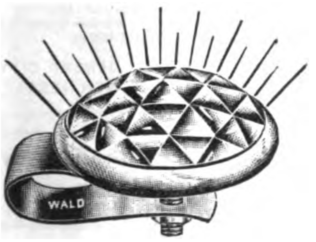

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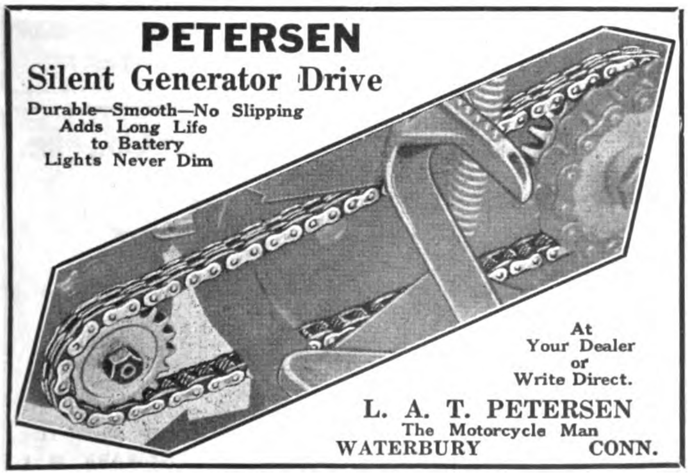

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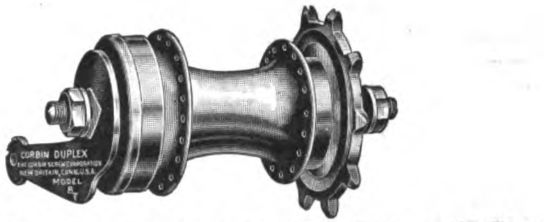

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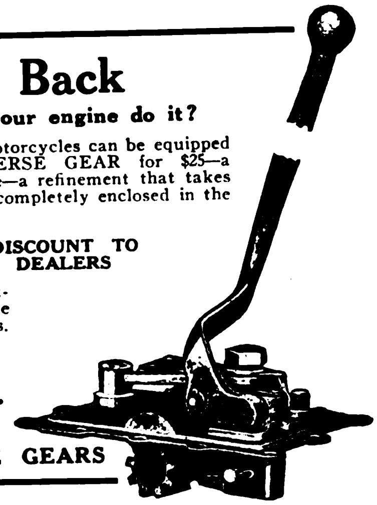

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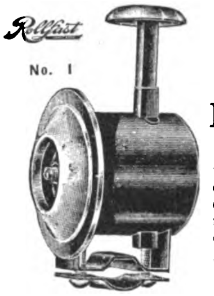

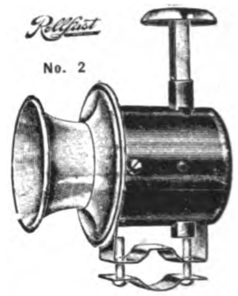

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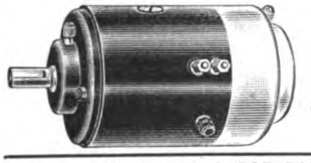

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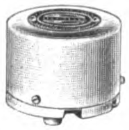

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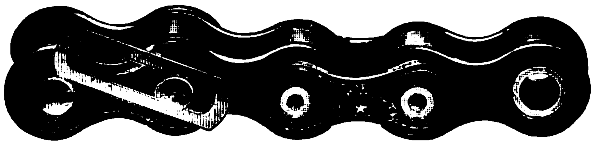

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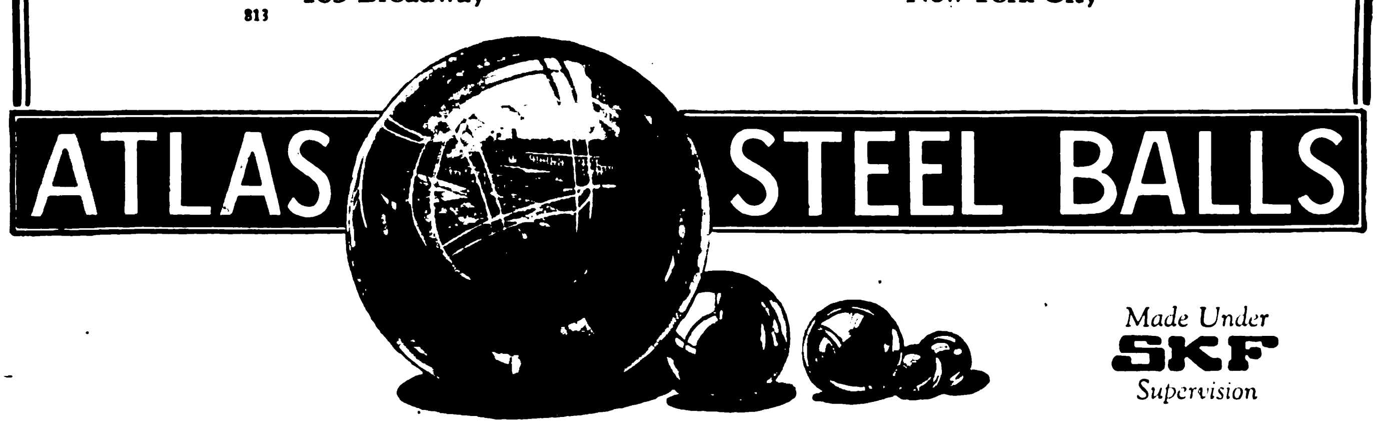

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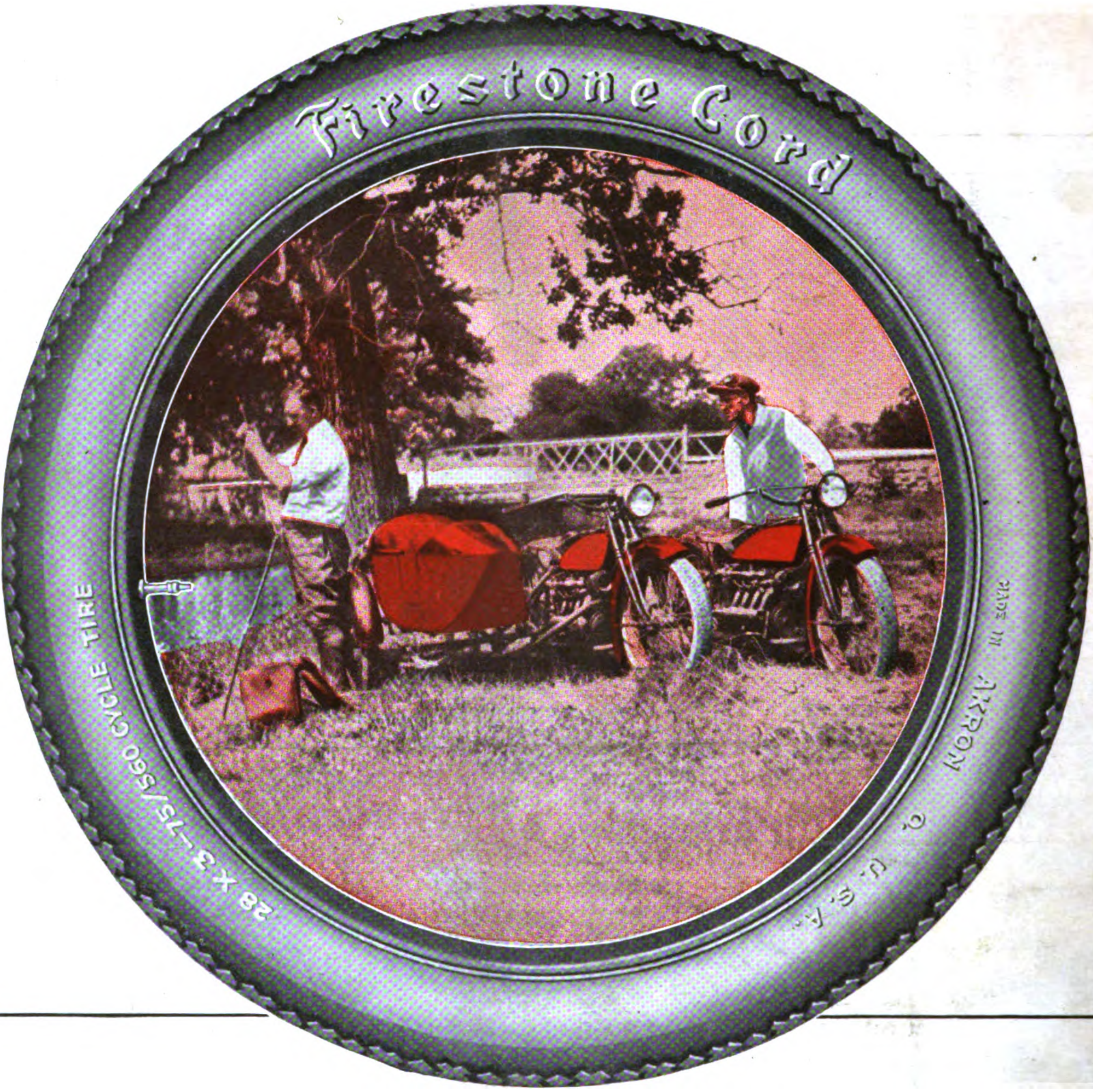

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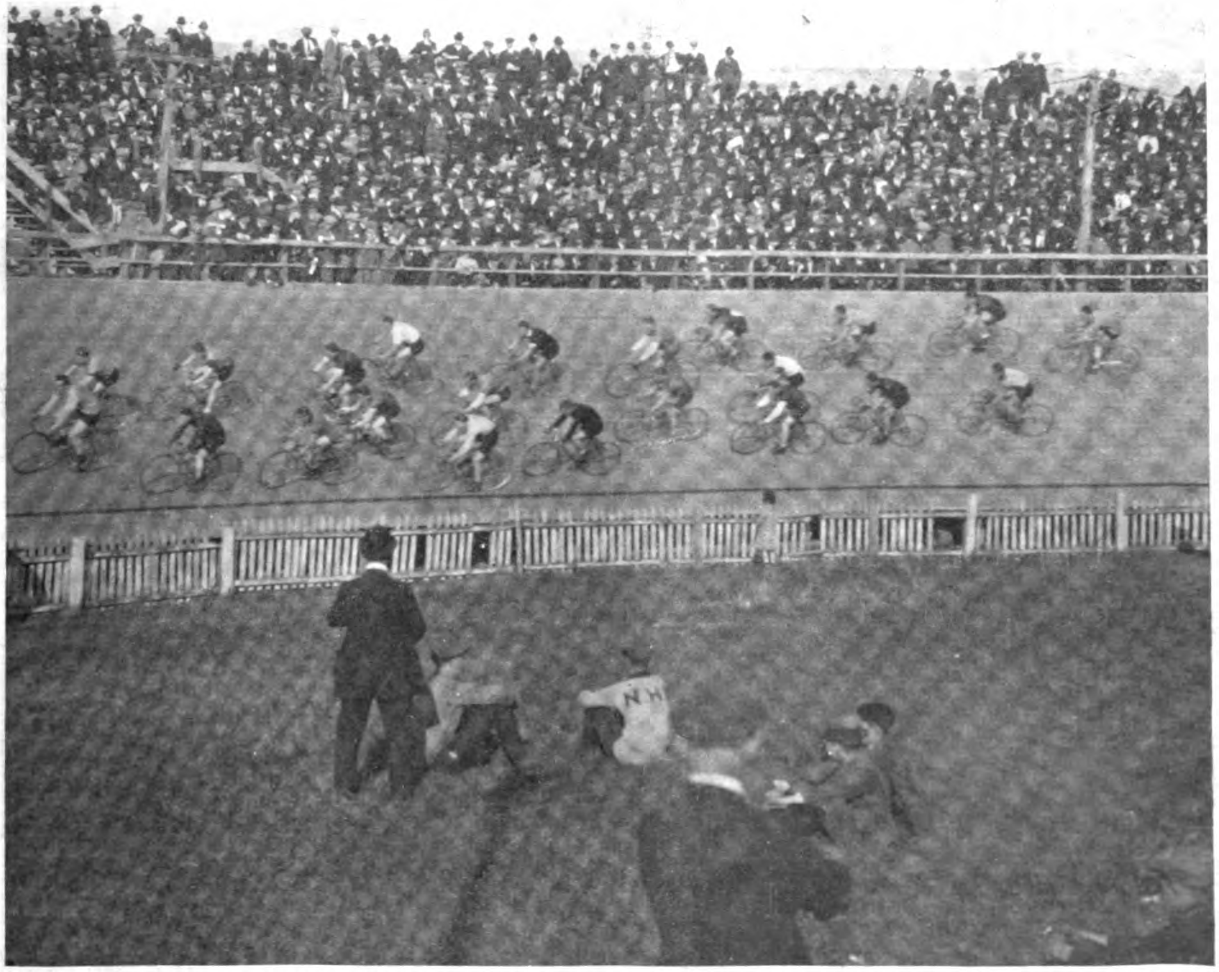

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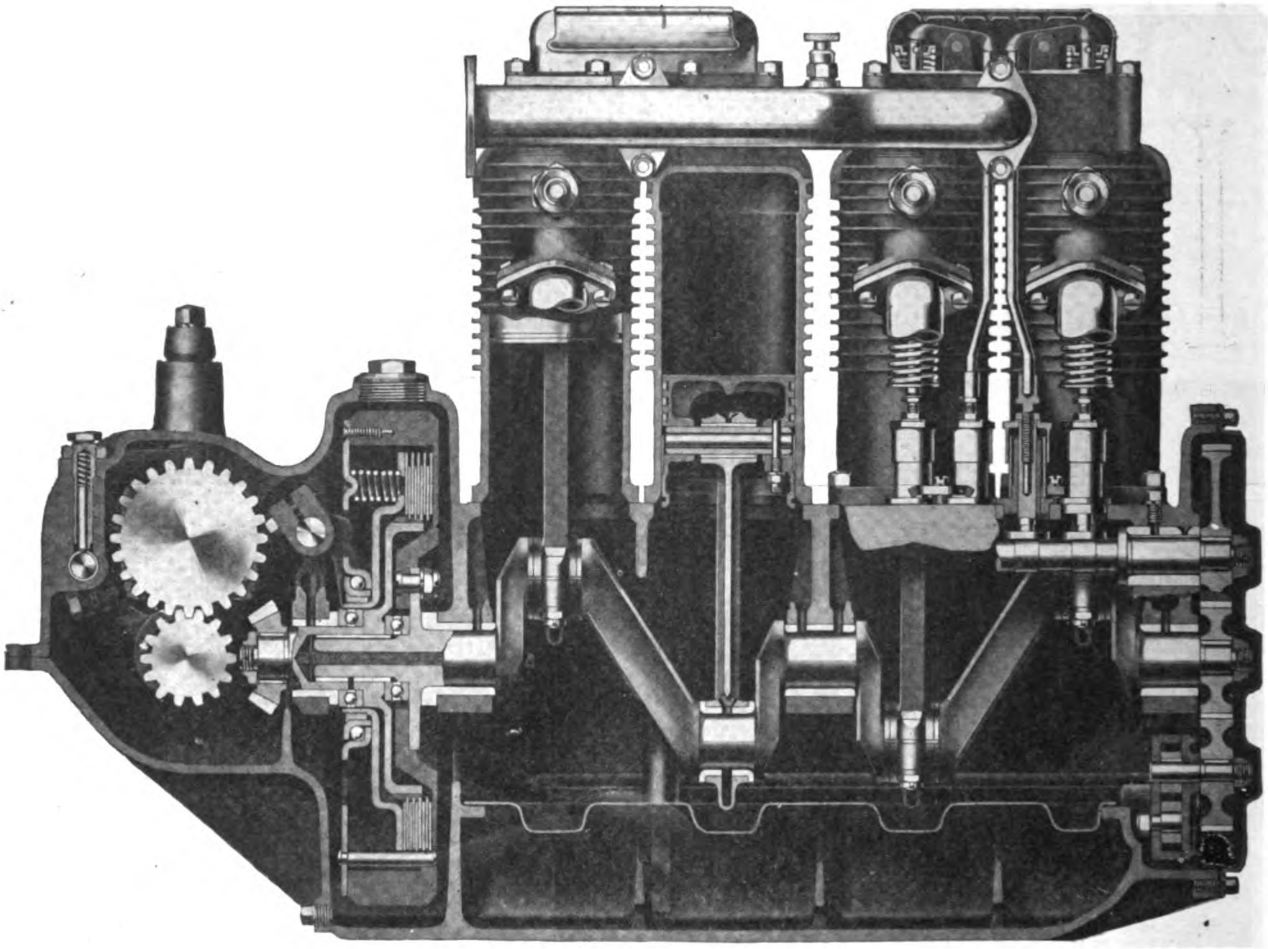

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Motorcycle & Bicycle ILLUSTRATED

Vol. 18 *August 17, 1922* *No. 33*

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1,505,066 Mechanics, etc.	
Popular Mechanics	452,142
Popular Science Monthly	214,878
American Legion Weekly	775,480
Illustrated World	62,566

3,633,683 Farmers and Small Town Residents	
Farm Journal	1,074,548
Successful Farming	864,075
Country Gentleman	891,069
Farm & Fireside	803,991

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Motorcycle & Bicycle
ILLUSTRATED

VOLUME 18 New York, August 17, 1922 NUMBER 33

The Garden Pier at Atlantic City at night

Success of the Cycle Show Forecasted

By Harry J. McCarthy

Executive Secretary Cycle Trades of America, Inc.

AN important question being hurled these days when two members of the bicycle fraternity meet is: "Going to the Atlantic City Bicycle Show and Convention, September 11 to 16?" "You bet your boots I am, and I'll be there with bells on, too!" is the happy return.

With high spirits prevailing and optimism of good business sailing ahead quite briskly, it is expected the coming events will go down in history as the greatest ever staged by the bicycle industry. According to present observations and information circulating among the trade, the biggest collection of bicycle dealers ever assembled will head from Atlantic City the second week in September. They will be glad they took off the time to visit the show when they see the way Show Manager Coffman will have things arranged for them.

CYCLE SHOW HIGH SPOTS

The dates are September 11 to 16.

The place is Atlantic City, N. J.

The headquarters are to be at the St. Charles Hotel.

There will be dancing, bathing, golf, a bicycle parade, a theatre party and a National Championship bicycle race.

The bicycle and accessories manufacturers will exhibit the very latest in bicycles and accessories at the Garden Pier.

There will be bicycle trick riding, bicycle polo and home trainer racing by the country's best amateur cyclists.

Be sure to attend the show which is given by the Cycle Trades of America for the manufacturer, dealer and buyer.

Dealers to Reap Benefits

The days of reconstruction have passed—passed into forgetfulness. The question to be considered now is not "Is it too late for me to put my business in the lead?" but "How can I get the most out of my business?" Those bicycle dealers interested in their business will surely reap the benefits of their attendance because business in general is on the upward grade and all kinds of sales hints will be whispered out loud. In fact, dealers cannot afford to miss the many opportunities that will be presented during the time of their stay at the seashore city.

Railroad Rates

Practically all railroads throughout the country have special rates to Atlantic City, so, when purchasing tickets, it is advisable to inquire if summer tourist tickets can be had from your locality The tourist rate, however, applies only from a certain distance from Atlantic City. If tourist rates do not apply from your town, ask for an excursion ticket, which is just a little more than the former, but cheaper than if you were to buy regular tickets without asking for a reduced fare.

Special Hotel Rates

The Atlantic City Number of the Cycle Trades Bulletin, published by this office, and sent to all bicycle dealers free of charge, is now in the mails, and on the back page features a list of hotels with special rates during the week of the show. If your copy does not come in shortly, write or wire me at 35 Warren Street, New York, for one.

When registering at the hotel ask for a certificate covering reduced rates for that week and surrender it at the Dealer Registration Booth at the entrance to the Garden Pier, where the big event is scheduled to be held, and a celluloid button will be handed you. The button will entitle you to enter or leave the building at any time, or as many times as you desire. It will also serve to notify the hotel you stop at that you are to be granted a reduction, so by all means do not fail to secure the hotel certificate.

If you have any suspicion that high rates prevail among Atlantic City hotels, dismiss it from your mind. The hotels are the same, and in many instances maintain lower rates than most cities because it is an all-year resort and they can afford to charge less. Rooms may be had as low as one dollar per day, if on the European Plan, and as low as two dollars a day on the American Plan, which includes meals. For two persons the rates are even cheaper.

THOSE WHO WILL EXHIBIT

FOLLOWING is a list of those who have already reserved space at the Atlantic City Bicycle Show:

The American National Co., Toledo, Ohio, Juvenile Vehicles.
American Wood Rim Co., Onaway, Mich., Rims.

Chicago Handle Bar Co., Shelby, O., Handle Bars.
The Colson Company, Elyria, O., Juvenile Vehicles.
Continental Rubber Works, 19th & Liberty Sts., Erie, Pa., Tires.
Cycle Trades of America, Inc., 35 Warren St., New York City.
Cyclemotor Corporation, 149 Cady St., Rochester, N. Y., Evans Power Cycle.

Davis Sewing Machine Co., Davis & Linden Ave., Dayton, O., Bicycles.
Diamond Chain & Mfg. Co., 502 Kentucky Ave., Indianapolis, Ind., Chain.
Duckworth Chain & Mfg. Co., 41 Mill St., Springfield, Mass., Chain.

Eclipse Machine Co., Elmira, N. Y., Coaster Brakes and Hubs.
Emblem Mfg. Co., Angola, N. Y., Bicycles.
Excelsior Cycle Co., Michigan City, Ind., Bicycles.
Fisk Rubber Co., Chicopee Falls, Mass., Tires.
B. F. Goodrich Rubber Co., Akron, O., Tires.
Great Western Mfg. Co., Laporte, Ind., Bicycles.

D. P. Harris Hdw. Co., 99 Chambers St., at Church, New York City. Bicycles.
Huffman Mfg. Co., First & Burlington Sts., Dayton, O. Bicycles.

International Stamping Co., 400 N. Leavitt St., Chicago, Ill., Stampings.
Iver Johnson's Arms & Cycle Works, Fitchburg, Mass., Bicycles.

Kelly Handle Bar Dept. of Amer. Stove Co., 5017 Perkins Ave., Cleveland, O., Handlebars.
K. &. C. Mfg. Co., Herkimer, N. H., Rims.

Mead Cycle Co., Chicago, Ill., Bicycles.
Miami Cycle & Mfg. Co., Middletown, O., Bicycles
H. & F. Mesinger Mfg. Co., 432 Austin Pl., New York City, Trade Paper.
Motorcycle & Bicycle Illustrated, 912 Broadway, New York City, Trade Paper.

New Departure Mfg. Co., Bristol, Conn., Coaster Brakes and Hubs.

Persons-Majestic Mfg. Co., 54-72 Commercial St., Worcester, Mass., Saddles.

William J. Surre, 811 Liberty St., Erie, Pa. Accessories.
A. Schraders' Son Inc., 470 Vanderbilt Ave., Brooklyn, N. Y., Valves.
Stevens & Co., 375 Broadway, New York City, Accessories.

Tiley-Pratt Co., Essex, Conn., Spokes and Nipples.
Torrington Co., 52 Norwood St., Torrington, Conn., Pedals, Spokes and Nipples.
The Troxel Mfg. Co., Elyria, O., Saddles.

Veeder Mfg. Co., Hartford, Conn., Cyclometers.

Westfield Mfg. Co., Westfield, Mass., Bicycles.
Williams Steel Wheel & Rim Co., W. Pleasant St., Utica, N. Y., Rims.

The show will open for jobbers only on Wednesday, September 13, while Thursday, Friday and Saturday will be for the dealers and general public. Thursday morning, Fred St. Onge, the C. T. A. missionary, and his trusty high-wheel bicycle, will head a gigantic bicycle parade through the streets of Atlantic City.

Among the numbers on the program, aside from the various attractive displays, are bicycle polo, trick riding, home trainer (roller) races, dancing, bathing and other pastimes. Outstanding among the features will be a series of championship home trainer races with all the champions of the different states to take part in the national road championship races September 16 entered. Handsome prizes are to be awarded in the roller races and, some new records are expected to be made. It should produce some great competition.

The road races for Saturday will bring together the best riders of the country, and up to date, it is said, 35 states are interested and will have representation. The races are being conducted by the Amateur Bicycle League of America, Inc., and all railroad and hotel expenses of the riders will be paid by the League.

Mark down the date of the show and convention—NOW. If you have time run over to the railroad office and ask about the rates to Atlantic City. Then when you have done this and you happen to have a list of the hotels handy, pick out the one whose rates suit your pocketbook and write requesting a reservation. If you wait until the last minute to do so you may not go because these things must be done in advance. You ought to come down though, because if you stay away you will miss the time of your life. Coming?

There will be plenty of amusement for the show visitors. Chairman Frank Chase of the entertainment committee has seen to that.

"Mother" and "Cap'n" Jeffries are very anxious to have the Cycle Trades folks with them again for the bathing. They have a new bathing pavilion two blocks from the St. Charles Hotel, the headquarters for the show and convention.

The golfers will be in their glory. There will be a golf tournament with some worthwhile prizes. Be sure to bring along the golf togs, the golf clubs and other necessities for the game.

Monday, September 11, will be registration day at the St. Charles Hotel. At 8 p.m., on the Steel Pier, there will be music, movies, minstrels and dancing.

On Tuesday, September 12, the joint meeting of the Cycle Trades of America will be held in the Assembly Hall of the St. Charles. Mr. Saunders Norvell, chairman of the Board of Directors of McKesson & Robbins, Inc., of New York City, will give an informal talk. In the afternoon at two the golfers will hold forth at the Atlantic City Country Club, and at 8:15 p.m. the theatre party will be held.

The big show on the Garden Pier will be opened on Wednesday, September 13, and the entire day will be devoted to in-

(*Continued on page 7*)

BICYCLE PRICES

WHEN are the bicycle manufacturers going to follow the example of the motorcycle manufacturers and announce a reduction in prices?

Why not do it at the Atlantic City Show next month?

If it is the desire of the bicycle manufacturers that the dealers and jobbers come to Atlantic City prepared to place their orders for next season's delivery, the biggest incentive that can be offered them is the announcement of a price reduction.

The demand for lower prices is no new thing among the dealers. They have insisted for months back that no real revival of bicycle sales could be expected at present prices, and they have bought from hand to mouth in the hope that some manufacturer would make a break and that all the others would follow suit.

The manufacturers on their side have insisted that prices were as low and even lower than were justified by production costs and that the dealers might just as well get busy and sell bicycles at current prices, for there could be no appreciable reduction.

That's two sides of the question, but there is a third, and it is the third side of this triangle that has the final word. The ultimate consumer is the judge and jury as to whether prices are right or not; that is, right from his point of view, and his point of view is whether or not he can afford to pay the price asked.

It makes no difference to John Jones who is considering buying a bicycle for his son's birthday present, what the overhead of the dealer is, or what the material and labor cost the manufacturer. What John Jones considers is his own pocketbook. Can he afford to pay the price asked for this birthday gift, or must he select something else more within his means?

It is pretty evident that John Jones has decided that the price is too high. He isn't buying and he hasn't been buying for a year or more.

The dealers read in the newspapers the official reports from Washington announcing that there is a steady improvement in general business conditions, but they don't see it reflected on their cash registers. They are absolutely convinced that prices must come down before they can hope to do any real business. John Jones, on his side, has watched with equal interest the newspaper reports of the gradual readjustment of prices to a lower level. He has discovered that he can buy many things cheaper than he could a year ago, and quite likely his own pay envelope is not as fat as it was then. His dollar is worth more than it was a year ago, and he expects it to buy more for him, whether it be in food, clothing or birthday presents for his children.

The American bicycle manufacturers are the best in the world. They have the largest resources, the biggest factories, and the most efficient manufacturing and sales organizations. They can produce in astonishing volume if they go full steam ahead, but it's the dealers who must shovel the coal, in the form of retail sales, to produce the steam, and the dealers demand new shovels in the form of reduced prices. The majority of them discount the argument that the old shovels are all right if the proper amount of sales effort muscle is applied to them. They say the public simply won't buy at present prices.

OFFICIAL PROGRAM FOR ATLANTIC CITY

MONDAY, SEPT. 11

10:30 a. m. to 5:30 p. m.—Registration at St. Charles Hotel.

8:00 p. m.—Steel Pier; Music, Movies, Dancing, Minstrels.

TUESDAY, SEPT. 12

10:00 a. m.—Joint meeting Cycle Trades of America, St. Charles Hotel Assembly Hall. Informal talk by Saunders Norvell, Chairman of the Board of Directors of McKesson & Robbins, Inc., New York City.

2:00 p. m.—Golf at Atlantic City Country Club, Northfield.

8:15 p. m.—Theater.

WEDNESDAY, SEPT 13

Morning and Afternoon—The whole day will be devoted to an inspection of the Bicycle and Accessory Show on Garden Pier; admission limited to manufacturers and jobbers. Show opens at 10:00 a. m.

8:30 p. m.—Informal Dance at St. Charles Hotel.

THURSDAY, SEPT. 14

10:00 a. m.—Individual Association meetings. Place to be announced. Cycle Jobbers' Association of America, Bicycle Manufacturers' Association Cycle Parts and Accessories Association.

Afternoon and Evening—Open attendance at Bicycle Show. Bicycle trick riding, roller racing and bicycle polo, afternoon and evening. Also dancing from 8:30 p. m. until 10:30 p. m.

2:00 p. m.—Golf Tournament preliminaries at Atlantic City Country Club.

3:30 p. m.—Ladies' Entertainment, St. Charles Hotel.

FRIDAY, SEPT. 15

10:00 a. m.—Joint meeting Cycle Trades of America, St. Charles Hotel.

Afternoon and Evening—Show at Garden Pier. Trick riding, bicycle polo and dancing.

2:00 p. m.—Golf Club finals at Atlantic City Country Club.

SATURDAY, SEPT. 16

Afternoon—Road race conducted by the Amateur Bicycle League of America. Finals of National Championship.

The motorcycle dealers took much the same attitude previous to the recent price cuts, but now look at them. Smiles all over their faces, coats off, sleeves rolled up and hustling to beat the band. They are getting results, too. Every mail that comes to Motorcycle and Bicycle Illustrated brings letters from dealers who report increasing sales, and predict a fine business for 1923. Not a few have declared that in the few weeks since the price cuts were made they have sold as many machines as they sold for six months previous. If it works with motorcycles which require a much greater investment on the part of the buyer, why won't it work with bicycles?

The greater the volume the lower the production and sales cost is a generally recognized manufacturing and merchandising axiom. The motorcycle manufacturers have decided to quit waiting for volume to reduce the price and have instead reduced the price to get volume. Results so far seem to justify their action. It doesn't seem unreasonable to suppose that similar action on the part of the bicycle manufacturers will produce the same reaction from the ultimate consumer that it has produced for the motorcycle industry.

These columns are wide open to manufacturer, jobber and dealer. A frank discussion should clarify the situation.

SUCCESS OF SHOW FORCASTED

(*Continued from page* 6)

spection of the show, admission being limited to manufacturers and jobbers.

Thursday morning, September 14, will be devoted to individual association meetings.

Friday morning, September 15, the Cycle Trades of America will hold their joint meeting at the St. Charles.

The final day, Saturday, September 16, will see the finals of the Amateur Bicycle League of America championship with the country's best riders competing. There will be about 32 states represented in the finals.

New Departure Cup

The New Departure Manufacturing Co. has offered a silver loving cup valued at $250, to be given to the winner of the Amateur Cycling Championships of the United States, at Atlantic City, N. J., September 16.

The winner will receive in addition the gold medal offered by the Amateur Bicycle League of America, under whose auspices the championships are being conducted. This gold medal, which is diamond studded, is emblematic of the championship of the United States, and the cyclist securing it will be deemed the best amateur road cyclist in the country.

BICYCLES IN AMSTERDAM

NEIL O'Hara, who is traveling in Europe for an American news syndicate, has this to say about Amsterdam:

"Bicycles are frequent and automobiles scarce on the Amsterdam streets. Everybody owns a bike, and the swains and their sweethearts, instead of taking lovers' hikes, jump on their cycles and take a spin instead. Most of the wheels are Dutch made and few have coaster brakes."

F. J. Green as a dispatch rider

The Story *of a* Fighter

How a Canadian Farmer Boy, Started Out to Make Himself One of the Big Men in the American Cycle Game

By W. H. Parsons

THIS is the tenth of a series of Dealer Success Stories, which we are sure will interest the readers of Motorcycle and Bicycle Illustrated.

The lessons they have learned; the problems they have solved; tho methods by which they have achieved their success have been told to Motorcycle and Bicycle Illustrated by a number of the most successful cycle dealers in the country.

What they have done others may do.

THIS is a story of a fighter. Some of my readers may question the appropriateness of including it in our series of Dealer Success stories because it is only eighteen months since Fred J. Green opened a little bicycle shop at 116 East Church street at Santa Maria, Cal., but what he has accomplished in those eighteen months and the story that went before them is so interesting and so full of inspiration that any one who doubts that Green will some day be numbered among the big men of the cycle industry is no judge of human character.

That he started with a capital of $200, in a small town, in which it was predicted there was no future, prospered and within a few months bought out a competitor, and in less than two years had so firmly established himself that the owners of property adjoining his little shop have built for him a galvanized steel building, 50 by 150, designed especially for the motorcycle and bicycle business, that he obtained the finances for the necessary furnishings and equipment, and that the new store is now doing a booming business is fairly good evidence of success. The best of it is that Green has just started. His business future is all ahead of him.

And now for the story of what went before. To begin with Green, like a great many more of our successful business men, was born on a farm. Duncan, British Columbia, was his birthplace, so he was a Canadian subject when he opened his little shop in Santa Maria. Since that time he has taken out his first papers for United States citizenship and will get his full papers as soon as the law allows.

Following in the footsteps of thousands of other farmer boys he headed towards the city as soon as he was through school and ready to make his own way. His first job in the cycle business was with Morrison, the Indian dealer in Vancouver. This was in 1908. After a year or so here he thought he would like to try out the automobile field and took a job as machinist in an auto shop. He didn't like this so well and got another job in a shipyard. In 1912, after four years of working for someone else he decided it was time to be his own boss and opened up a small bicycle shop in Duncan, British Columbia. It was there that the breaking out of the world war found him in 1914.

Then his fighting blood showed itself. He tried to enlist with the Canadian troops several times and was rejected, but he was determined to get into the fighting. He sold out his shop and bought a ticket for England. His boat docked at 10 a. m. He landed, went to a barber shop, got slicked up, went to a restaurant and got filled up and then hustled off for a recruiting office. At 2 p. m. he was enlisted in an engineers' unit as a machinist. After ten days' preliminary training he was assigned to the signal corps and assigned to duty in northern France and Belgium.

He and his companions were entrusted with the important duty of stringing the wires from trench to trench and keeping them in working order, despite the efforts of the Germans to shell them to pieces. One day the Germans attacked a trench in which he was at work. He got the first man who dropped into the trench and turned to meet another but was himself wounded by a bayonet thrust in the side. This ended his active duty for a while.

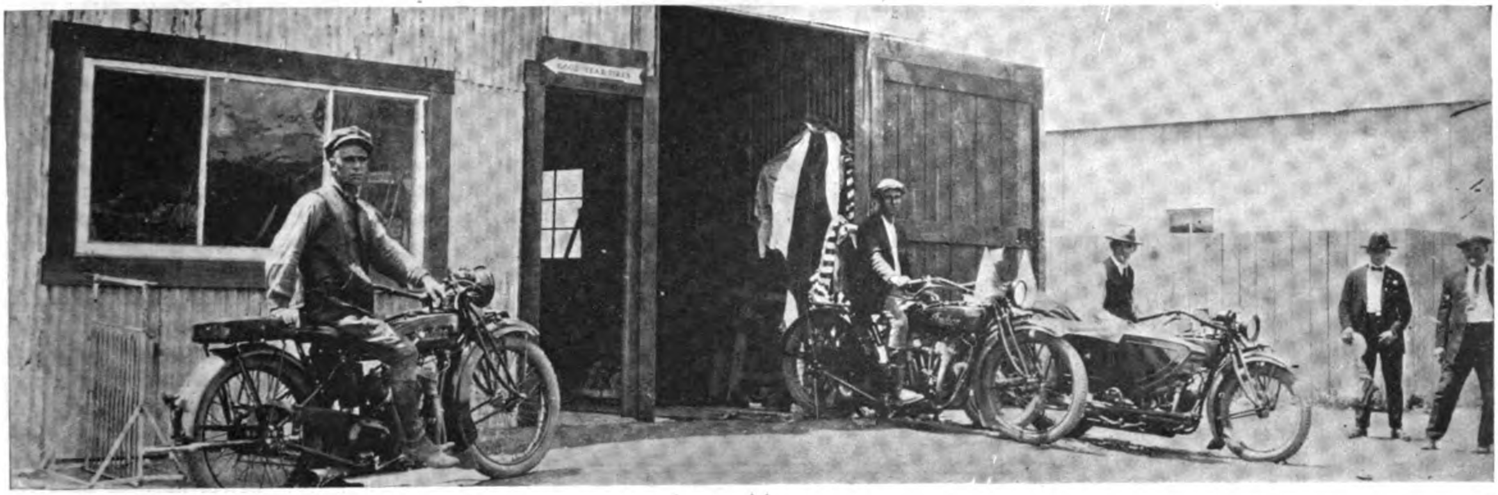
On his recovery he was called before the commander, who said:

"The records show that you are a motorcycle man. Why didn't you ask for duty as a dispatch rider?"

This was early in the war before the motorcycle had taken the prominent place it later had in the work of licking the Kaiser.

"I didn't know they were using motorcycles for dispatch work and I don't like horses," was Green's answer.

He was immediately assigned to dispatch duty and within a few weeks was back in the hospital with a hole in his forehead from a piece of shrapnel, but before this he had carried the first sample of blood from a gas killed soldier from the front to Rouen, 66 miles away, where it was taken by a colonel and rushed by boat to Dover and by fast train to London for analysis. In 24



Green's new store at Santa Maria, Cal.

hours the message came back that ammonia was the remedy.

After recovering from his shrapnel wound he suffered from shell shock and a nervous breakdown and dwindled from 165 pounds to 123. He was invalided back to Canada and was in a hospital there when the call came for volunteers to come to the United States and enthuse Canadian and British citizens living here to join the colors. He volunteered and was assigned to San Francisco where he gave addresses before the Y. M. C. A., Chamber of Commerce, Rotary Clubs, Kiwanis Clubs and other bodies, with such great success that he later traveled over many States doing similar work. In 1918 he was made a provost marshal to inspect all wearers of the British uniform and check up absentees.

His first visit to Santa Maria, where he is now established in business, was on the invitation of the First National Bank which was handling Liberty Bond sales. His work was so successful that he was called to many other cities for the same purpose, but Santa Maria had made such a good impression on him and he had made so many friends there that he made up his mind that some day he was going to be a business man in that place, no matter how modestly he had to start.

After the armistice he did go back. His only capital was his determination to succeed. The first thing he did was to get a job at the Betteravia plant of the Union Sugar Co. Living expenses were high but he saved what he could and kept his eyes peeled for an opening. In February, 1921, he decided that the thing to do was to start a small bicycle shop of his own. He had $200 in cash, a small amount of English bonds on which he couldn't realize much, a good reputation, hosts of friends and a determination to succeed. He also had before him the fact that one dealer had lost his lease and moved away and another had opened up but didn't do very well and had moved away, and still another had opened and was trying to make a living.

Despite his rather dubious outlook Green was sure that he could make a go of it. "Fair prices and courteous treatment" was his slogan. He specialized in the youngsters, promoted bicycle races and runs and never let an opportunity to make friends or create favorable publicity slip by him. Within two months after he had opened up, his competitor offered to sell out, and Green took him up, and took on the Indian agency. He kept right on staging bicycle races and other activities for the kids, and also made a specialty of giving first class service on all makes of motorcycles, and soon his little store was bulging.

Then it was that the owners of the property next door decided that Green would make a mighty good tenant and that it would pay to invest in a building for his use. The new store is one story, 50x100, sheeted with galvanized steel, cement floor, front and side doors, plenty of windows and everything up-to-date.

On the Fourth of July he promoted the bicycle races held in connection with the Santa Maria Fourth of July celebration, and is now making big preparations for more races the last week in August.

On his letter head appears the following two slogans:

"I deal in wheels of world-wide fame, the best that money can buy." "The Truth Told with Every Wheel Sold."

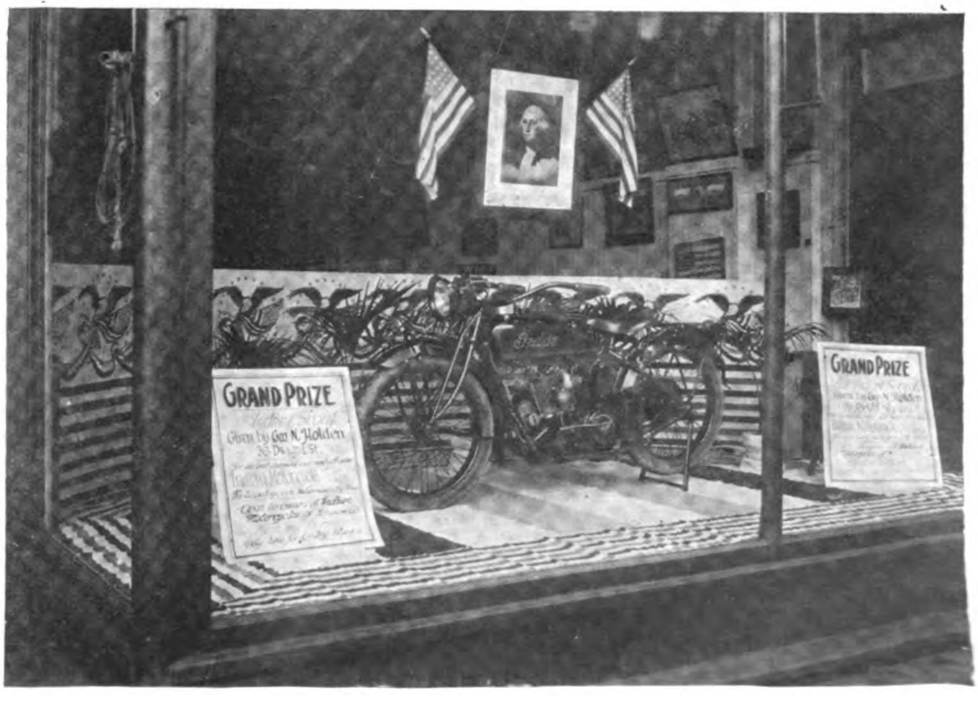
He says there is no secret at all about his success.

"Just treat 'em right, that's all anyone needs to do," says Green.

MODESTY IS ITS OWN REWARD

The following letter received by a motorcycle factory from an ambitious Corn Belt native indicates that the writer thinks the factories need publicity:

"I got your letter this morning. If your brotherhood will send me a free motorcycle I will go to the Butler county fair with it and the men and boys will see your motorcycle. If you send me this motorcycle free I will do that. I would like to have a sidecar to it if it is free."



Window display of Geo. N. Holden, Springfield, Mass., Indian dealer

Financing Time Sales

By W. G. Paulson

FINANCING time sales is one of the biggest problems in modern merchandising. Nearly all products selling for anything like the price of a motorcycle are sold on time.

Few merchants have sufficient working capital to finance all of their own time sales, so most of this installment business is handled through banks and finance companies—indeed the greater part of modern business is done on borrowed capital, for in all line of installment selling, the ability to finance time sales is the factor which limits the sales volume. Therefore it is essential that merchants in all lines of trade make financial arrangements with local banks to handle their times sales paper.

Bankers are popularly supposed to be cold, unsympathetic fellows. For a moment, put yourself in the banker's place and perhaps you will be better able to understand his attitude. If you were intrusted with a lot of money belonging to other people, wouldn't you be pretty careful how you handled it and how you invested it? That's the reason for all the questions the banker asks when you try to borrow money.

The banker must lend money for interest on loans is his principal source of income. Just as merchants in all lines need the banker's help in financing installment sales, so does the banker need their loan business to enable him to pay interest on his depositors' funds and still leave profit for the bank. One thing is certain—if your proposition and your way of doing business are safe, sound and businesslike, you will have no trouble interesting your local banker and getting him to finance your time sales, particularly now that you can protect such sales by M. &. A. A. A. insurance policies.

Why have bankers in the past been reluctant to lend money to motorcycle dealers? Dealing in large sums of other people's money, the banker in his own business has had to be exact and accurate. Bankers know that comparatively few motorcycle dealers are in close enough touch with their business affairs to be able to give exact figures on overhead, rate of turn-over and profit. Is it reasonable to expect a banker to invest other people's money in an enterprise that is not run on a strictly businesslike basis? Invariably before a banker can be interested to the extent of giving you financial aid, he will want to know all about your business.

Before your first visit, get your affairs in order and install some reliable system of bookkeeping. Most bookkeeping systems are too complicated. The simpler they are the better, so long as they tell you what you should know.

If you have not been keeping books, undoubtedly the best plan is to get some practical bookkeeper to come in and help you. Surely a bookkeeper from one of the neighborhood stores will be glad to sell you some of his spare time and it should not take him long to straighten out your affairs. Possibly some of the fellows who come into your store are capable bookkeepers. For a small sum which they may be willing to take out in trade, perhaps they can be induced to start a set of books for you. If you try to puzzle out the details by yourself, you will probably become involved in a system that is unnecessarily complicated and you will get nowhere. Any competent bookkeeper can soon size up the requirements of your business and start a set of books that will tell you all you and your banker will need to know. Then after your affairs have been put in order, if you do not have time or inclination to keep the books yourself, you can probably arrange with the bookkeeper to devote a couple of nights a week to looking after your books. The next step is for your bookkeeper to make up a neat, comprehensive statement to be presented to your banker.

> **"If your proposition and your way of doing business are safe, sound and business like, you will have no trouble interesting your local banker and getting him to finance your time sales, particularly now that you can protect such sales by M. and A. T. A. insurance policies.**
>
> **"Before your first visit get your affairs in order and install some reliable system of bookkeeping. Most bookkeeping systems are too complicated. The simpler they are the better, so long as they tell you what you want to know."**
>
> **"When you go to the bank be sure to present a neat, clean and tidy appearance and look the banker straight in the eye when you are talking to him. Be sure of all of your statements and do not guess at anything."**

Still another important step before going to the banker, is to study all the details of the new M. & A. T. A. insurance plan, which dealers in many sections of the country have already found to be an important aid in interesting bankers in their time sales plans. Send $1 to Secretary Coffman, 706 Hearst Bldg, Chicago, for an insurance certificate entitling you to participate in the insurance plan. Along with this certificate, Mr. Coffman will send you booklets, application blanks and full details. Study all of these and be ready to answer any questions the banker may ask concerning motorcycle insurance. This insurance is carried by two of the largest companies in the world. Furthermore, the plan is backed by the Motorcycle & Allied Trades Association, which includes all of the motorcycle and allied manufacturers of America. These insurance policies do not countenance the sale of motorcycles for less than one-third of the selling price down, under which terms the dealer has outstanding two thirds of the selling price. This unpaid balance, or 66 2-3 per cent. of the selling price, may be insured against loss of the machine by fire or theft at the rate of $3 per $100.

For an additional flat charge of $4 per machine, the dealers' interest can be protected against loss, should the purchaser sell his machine and keep the money (conversion), or should he just run away with the machine (embezzlement).

This insurance plan will make a decided impression on the banker, for it enables you to offer him a chance to invest money in a proposition that is insured against loss by fire, theft, conversion or embezzlement. In a number of cities dealers have explained this proposition to their baakers and it has met with approval.

When you go to the bank, be sure to present a neat, clean and tidy appearance and look the banker straight in the eye when you are talking to him. Answer his questions directly with as few words as possible and make your answers right to the point. Be sure of all of your statements and do not guess at anything. Present the statement of your business affairs. Then thoroughly explain the insurance plan. If you handle the proposition in a plain, straightforward businesslike way, explaining every detail, your banker should certainly be willing to give you the desired help. Remember that the better financial arrangements you can make with your bank, the more you will be able to put on the road and the more profit you will be able to realize at the end of the season.

This plan has been tried in actual practice. Dealer A. J. Walz of Hammond, Ind., depended on a local banker for help in financing his time sales in the past, but without the insurance, the banker would not back him up on any sales for less than half-down.

Walz called on another banker recently and explained the M. & A. T. A. insurance proposition. He told Walz that he would be glad to handle time sales covered by M. & A. T. A. policies on which one-third is paid down and has already put through several deals. The plan is as follows: The unpaid balance is covered by monthly notes which the banker discounts, advancing Walz the money and charging 5% discount on the unpaid balance for the accommodation. The monthly notes bear interest at 7%. In making his price to the prospective buyer, Walz adds the 5% discount charge on and also the 7% interest on the notes to the purchase price along with the charge for the M. & A. T. A. insurance. One of the questions frequently asked Walz by prospective buyers is whether or not they will have to pay the carrying charges and interest along with the first payment down on the machine. They are much relieved when Walz tells them that these carrying charges are simply added in and paid with the balance due on the machine. For example:

	½ down Balance 10 mo.	⅓ down Balance 10 mo.
List price	$475.00	$475.00
Freight and war tax	25.00	25.00
	$500.00	$500.00
First payment	250.00	166.66
Discount paid the bank, 5%.	$12.50	$16.67
Interest on notes at 7%, 10 months.	14.58	19.00
Fire and theft insurance	7.50	10.00
Conversion and embezzlement insurance	4.00	4.00
Total charge for time sales accommodation to be added to cost of machine	$38.58	$49.67

Dividing this accommodation charge into 10 payments in the first case where half is paid down, we have $3.86 to be added to each of the monthly notes of $25 each, making $28.86 to be paid for each of the 10 months.

On the other proposition where one-third is paid down, dividing the accommodation charge into 10 payments, we have $4.97 to be added to each of the 10 notes, making the monthly payments $38.30.

The banker holds the insurance policies, the notes and the time sales mortgage or lien. Wherever possible, it is a big advantage to have the purchaser deal directly with the bank. The dealer's familarity with the rider and his desire to be a good fellow is a distinct handicap in the collection of time sales payments, whereas the banker mixes very little sentiment with his business. When a note is due, payment must be made or else the banker ascertains why.

"SCOOTS" TO CANADA

F. J. GRIST of 4811 Park avenue Minneapolis, Minn., recently made a "Scooter" trip to Ottawa, Canada, going by way of Milwaukee, Chicago and Detroit, thence across into Canada.

When he dropped in at the Briggs & Stratton factory at Milwaukee he stated that he was considerably surprised by the daily mileage that he had been able to make, by the small quantity of fuel used and also by the fact that he had experienced no mechanical trouble.

Leaving Minneapolis Wednesday morning, July 26, Mr. Grist headed for Milwaukee going by the way of Hudson and Menominee and stopping at Stanley over night, making approximately 140 miles the first day. A large part of this first day's trip was over rough, sandy roads. On Thursday, July 27, he left Stanley and went as far as Appleton, taking Highway 12 to Eau Claire, Highway 11 to Chippewa Falls, Highway 16 to Shawano and Highway 47 into Appleton. Leaving Appleton Friday morning he traveled Highway 15 to Menasha, Highway 114 to Hilbert Junction and then Highway 57 to Port Washington. This concluded his second day's journey and on the following morning he made the twenty-eight miles into Milwaukee and spent several hours at the Briggs & Stratton factory.

F. J. Grist, international Scooter tourist

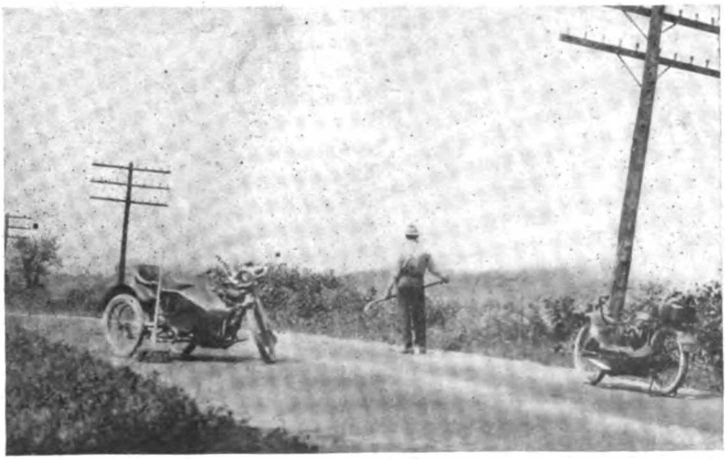
At the time this article was being written this was as far as Mr. Grist had gone, but he stated that it was his intention to go from Milwaukee to Chicago, then to Detroit and from there into Canada. He expected that it would take approximately fifteen days to make the whole trip, but at the rate at which he covered the first leg of his journey he will make considerably better time, barring accidents or unusually bad roads. He plans to stop at the tourists' camps enroute.

Among interesting facts mentioned by Mr. Grist was that just a week prior to starting on this trip with a Scooter he made the trip from Minneapolis to Milwaukee in a Ford and that the daily mileage with the Scooter is practically as good as he made with a Ford, and that from the standpoint of fatigue he has found the trip with the Scooter no more tiresome than with the Ford.

The approximate mileage covered by Mr. Grist is going from Minneapolis to Milwaukee is 487 miles. For this distance he used nine gallons of gasoline, which cost him approximately $2.25. This makes the average daily mileage 153 miles per day for the three full days of traveling. The average mileage was 51 miles per gallon of gasoline, and the fuel cost about one-half cent per mile.

At the time he stopped in Milwaukee Mr. Grist had had no accidents or trouble of any kind except making one tire change. He carried 25 pounds of luggage plus a reserve gallon of gasoline and a quart of lubricating oil.

In all of the small towns that Mr. Grist went through and in which he stopped he was immediately surrounded by a crowd of people curious to know of his experiences and to learn how practical the Scooter trip was proving.



The motorcycle is the latest equipment of the road repair patrolman. He carries his tools in the sidecar and patrols the stretch of road in his care. When he finds a need for first-aid repairs he jumps out and does the work

The Harley-Davidson Co-operative Sales Campaign

HARLEY-DAVIDSON dealers are going to benefit this year by an unusually comprehensive, co-operative, direct literature campaign inaugurated by the factory advertising and sales organization.

This campaign consists of four pieces of direct literature which will be sent out from the factory to mailing lists furnished by the dealers.

The first of these is a big eight-page photogravure pictorial folder designed especially to appeal to the sporting instinct of the typical motorcycle prospect. The pictures are wonderful in their alluring call to the great outdoors by way of the motorcycle. The first object of this folder is to sell the prospect on the idea of motorcycling. After that his attention is called to the special advantages of the Harley-Davidson as the motorcycle he should have.

"The Greatest Sport in the World" is the slogan that opens the argument for the joys of two-wheeled transportation. The pictures which surround the type would make the veriest grouch forget his troubles and set him to thinking of winding roads, and shady lanes and trout streams and roadside camps.

"Any evening, any holiday, it's quick, easy and inexpensive to get away from the crowded town, into the heart of the country. And it is as much fun in the winter as in the summer—ask any rider. All the 'seasons' round it's a joy-bringer" is the clinching argument.

That the prospect may have no doubt as to where to go for further information a stamped and addressed post card is enclosed with the pictorial folder. All the prospect has to do is to write that he is interested and drop it in the post office. The dealer who supplied the name to the factory will get the card and then it is up to him.

The second gun in the direct mail campaign is a punchy follow-up to the pictorial folder in the shape of a two-colored broadside.

"Oh! Boy!!" is the title of a snappy action picture on the cover. It is planned to reach the prospect just about the time he is beginning to wonder if he had better call on the dealer and look 'em over, and is bound to make his blood tingle with a desire to get out and ramble with the bunch.

"What do you like to do when you aren't working? Like to get out into the open, hunt, fish, swim, picnic, sleep under the skies? Like to listen to the purr of a sweet-running motor, feel the throb of its power answering your every wish, the thrill in the sweep of the wind as it swishes past you?" is the question put up to the prospect, and of course the answer is that all these things are possible to the motorcycle rider and particularly to the rider who pays a call on the dealer or drops him the post card which is once more enclosed.

Then to clinch the prospect's interest comes the third broadside, "Ask Him," "Ask Any of Them" is the challenge on the cover of this broadside. It's an invitation to ask any rider what he thinks about it and as riders are easy to find it is easy to ask. The whole folder breathes a confidence in the power and stability of the machine that cannot fail to impress the prospect.

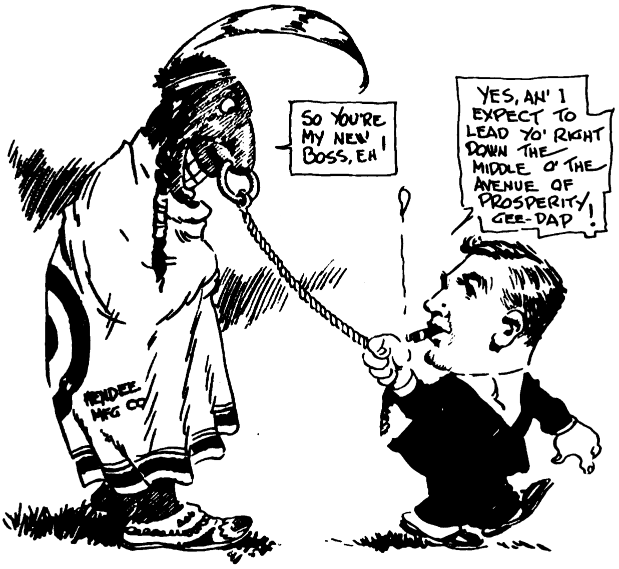
The final shot is in the form of a personal letter from the dealer to the prospect.

The factory sales organization is also prepared to furnish to the dealer a great variety of business boosters. Among them is a handy show case match vending machine, street car display cards, moving picture slides, stick pins, lapel pins, watch fobs, pennants, window signs, newspaper cuts, to be used in advertising and letter heads and envelopes, all of which are supplied at wholesale prices, much cheaper than the individual dealer could provide for himself.

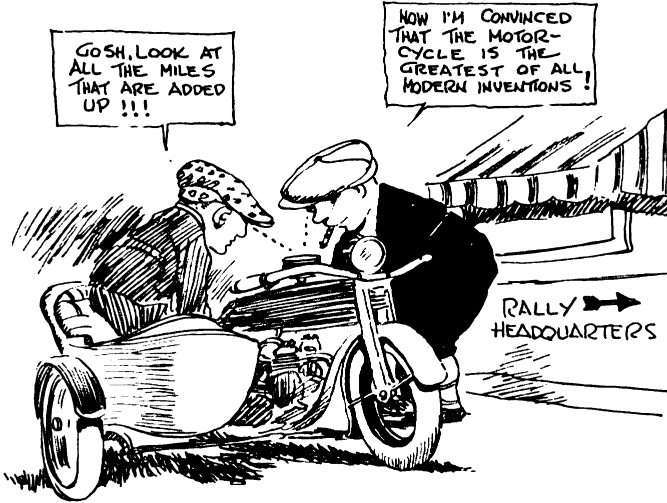
No Harley-Davidson Dealer can find any excuse for complaining of lack of factory cooperation or assistance in the 1923 sales campaign.

Do you remember the New Era Autocycle Co., of Dayton, Ohio. Here are three of the riders who were boosters for it way back in 1911. Left to right they are Robert Slough, who was a tester, now manager of the Cuty Garage at Dayton; Ivan Jacobs, who was the engineer, now Harley-Davidson dealer at Trenton, N. J.; Jes. Campbell, who was sales manager, now Harley-Davidson dealer at Philadelphia. All are mounted on 1911 New Era Autocycles

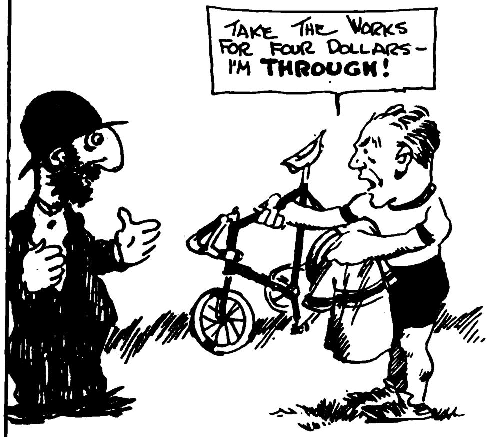
WEEKLY WHIRL of WHEELS


So you're my new Boss, eh!
Yes, an' I expect to lead yo' right down the middle o' the Avenue of Prosperity, gee-dap!
HENDEE MFG CO

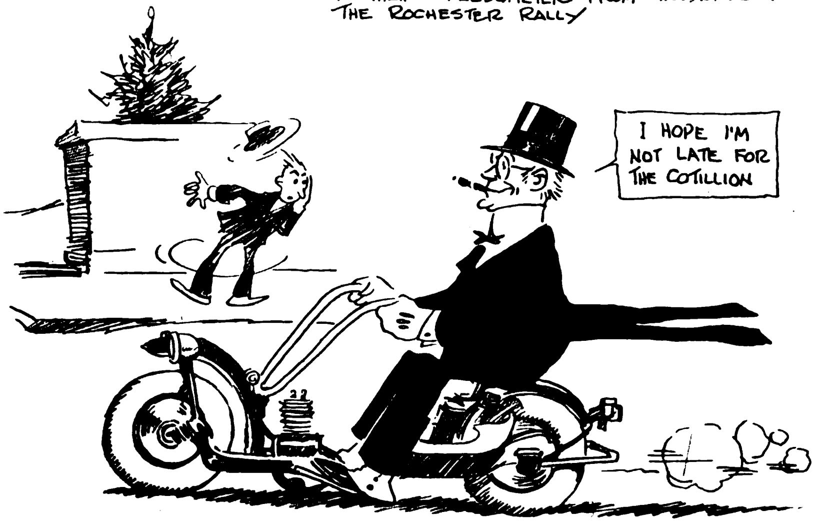
F. J. WESCHLER IS ELECTED GENERAL MANAGER OF THE INDIAN FACTORY


GOSH, LOOK AT ALL THE MILES THAT ARE ADDED UP!!!
NOW I'M CONVINCED THAT THE MOTORCYCLE IS THE GREATEST OF ALL MODERN INVENTIONS!
RALLY →
HEADQUARTERS

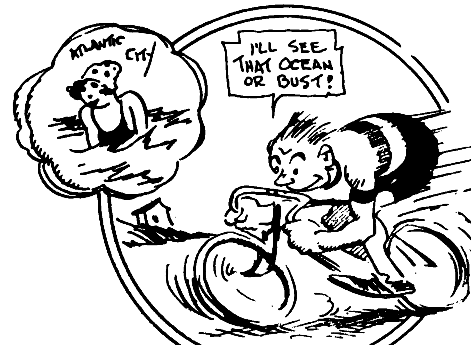
PRESIDENT WALTER DAVIDSON AND DOMESTIC SALES MANAGER T.A. MILLER OF THE HARLEY-DAVIDSON MOTOR CO., ROLLED UP 926 MILES ON THEIR SPEEDOMETER FROM MILWAUKEE TO THE ROCHESTER RALLY


TAKE THE WORKS FOR FOUR DOLLARS - I'M THROUGH!

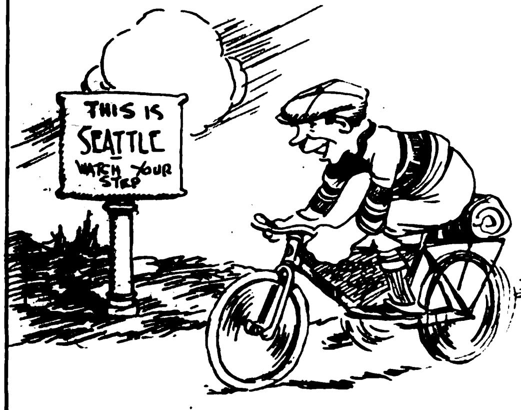
FOLLOWING IN THE FOOTSTEPS OF FRANK KRAMER - GEORGE WILEY, THE GRAND OLD MAN OF MOTOR-PACED RACING, RETIRES


I HOPE I'M NOT LATE FOR THE COTILLION

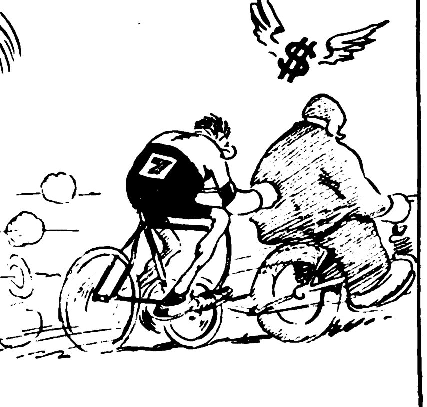
VICE-PRESIDENT AND SALES MANAGER E.K. GORDON OF THE NERACAR CO. SAYS THE PROPER UNIFORM FOR RIDING A NERACAR IS YOUR SUNDAY GO TO MEETING BEST.


ATLANTIC CITY
I'LL SEE THAT OCEAN OR BUST!

A.B.L. CLUBS ARE BUSY WITH QUALIFYING TRIALS FOR THE NATIONAL ROAD CHAMPIONSHIP AT ATLANTIC CITY IN SEPTEMBER


THIS IS SEATTLE WATCH YOUR STEP

CROSS-COUNTRY RIDING IS QUITE THE VOGUE - ED PERRY, A C.R.C. OF A. RIDER OF NEW JERSEY LANDS IN SEATTLE AND WESTERN RIDERS ARE HITTING THE TRAIL EASTWARD



GOLDEN WHEEL RACES ARE THE BIG EVENTS IN NEW ENGLAND -- WILEY WON ONE AT REVERE BEACH AND CLARENCE CARMAN COPS ONE AT PROVIDENCE

LEONARD FREEMAN

With *the* Trade

TO BICYCLE MANUFACTURERS

Springfield, Mass.—Tony Monzillo, a bicycle dealer at 22 Lorenz street, this city, desires catalogs of bicycles and accessories.

BID FOR SPEEDOMETERS

Washington, D. C.—The Post Office Department has asked for bids on 3,000 speedometers to equip mail trucks operating in 300 cities and towns.

MOTORCYCLES IN PORTUGAL

Washington, D. C.—Commercial Attaché Cunningham, of Madrid, states that unofficial returns show the estimated registration of motorcycles in Portugal to be 5,000.

PERSONS TAKES A TRIP

Worcester, Mass.—C. A. Persons, of the Persons-Majestic Co., is on a trip through the Middle West. He stopped over a day at the National Motorcycle Rally in Rochester.

HENDEE SALESMEN'S TERRITORY

Springfield, Mass.—Harry Glenn who has recently joined the Indian sales force will cover Virginia, North Carolina and South Carolina. C. L. Pineau will cover Georgia, Alabama, Mississippi, Tennessee and Florida.

GOODYEAR SALES

Akron, Ohio—The Goodyear Tire and Rubber Company's production and sales in the first half of this year materially exceded those of the same period of last year, according to the six months profit and loss report made public yesterday by Edward G. Wilmer, president of the company. In June the company had by more than 45,000 tires the largest month in its history in sales and deliveries.

ATTRACTIVE U. S. HANGER

New York City.—An attractive hanger for bicycle dealers has just been issued by the United States Tire Company. The hanger pictures two youngsters riding bicycles that are equipped with U. S. bicycle tires, also picturing all of the U. S. bicycle tire line, the No. 77 Chain Tread, Heavy Service Traction Tread, Overland Thornproof Oil Resisting, Nonpareil and Juvenile, G. & J. Double Clinch Corrugated, G. & J. Double Clinch Chain Tread and the G. & J. Double Clinch Herringbone Tread tires.

FISK SALES ON INCREASE

New York.—The report of the Fisk Rubber Company for the six months ended June 30, 1922, showed earnings available for surplus of $1,111,191. The net profit available for interest from the combined operations of the companies now consolidated under the Fisk Rubber Company amounted to $1,774,024. The balance sheet showed current assets of $27,910,432 and total current liabilities of $9,737,417. Inventories showed a reduction of 30 per cent., compared with a year ago. Net sales volume for the first six months of 1922 showed an increase of 23.5 per cent., as compared with the same period last year, while unit sales increased 85 per cent.

PAY ROLLS ARE GETTING LONGER

Washington, D. C.—Increased activity in practically all basic industries during the month of July, despite the railroad and coal strikes, is shown by the monthly review of the labor situation throughout the country just made public by the United States Employment Service. The conclusion that employment is increasing is reached by the Employment Service as a result of an analysis of reports transmitted by special agents in 65 industrial centers throughout the country covering conditions prevailing in 1,428 firms, each usually employing more than 500 workers. It is shown that during the month of July these 1,428 firms increased their pay rolls by more than 7,000 employees. Throughout the country a strong undercurrent in the direction of an industrial recovery is evident, notwithstanding difficulties incident to lack of fuel and transportation, it is stated in the report. Evidence of this is found in decided increases in employment in 10 of the 14 basic industries surveyed. "A thorough canvass of the industrial situation reveals an optimistic opinion that the country with the settlement of the two major controversies will experience a rapid advance in industrial prosperity," it is stated.

GEORGE BRADEN IS BACK

Toronto, Ont.—George Braden of Toronto, former general sales manager of the Russell Gear and Machine Co., has re-joined the sales staff of the Canada Cycle & Motor Company, largest manufacturer of bicycles in Canada and Dominion distributor of Evans Power Cycles and other lines. Mr. Braden who has been a prominent bicycle man in Canada for years, has been placed in charge of the C. C. M. export department. He left on July 27 for a business trip around the world for the Canada Cycle company, during which he will visit various countries of the Orient, Australia, New Zealand, South Africa, South America and the British Isles. He will be gone for 18 months or more.

Harry Gliesman, who is going on the road for the Miami Company

MEXICO GOOD BICYCLE MARKET

Washington, D. C.—An export trade in bicycles and motorcycles of some eight million dollars a year is indicated by our May exports, according to figures compiled by the Bureau of Foreign and Domestic Commerce. During the month of May, according to these figures, we shipped out of the country 812 bicycles and tricycles, valued at $14,334; 1,695 motorcycles, worth $453,495, and 336,016 pounds of cycle parts, except tires, with a value of $197,951.

Our most important market for bicycles and tricycles was Mexico, whose imports during the month totaled 225, with a value of $8,105. Canada was second, with 161, with a value of $2,465; Brazil third, with 180, valued at $903, and Cuba fourth, with 130, valued at $867.

The largest importer of American motorcycles during the month was the Netherlands, who took 370 machines, valued at $96,961. Australia was second, with 196, valued at $56,647, followed by Italy, with 147, valued at $35,293; and Spain, with 126, worth $33,268.

The average price of the bicycles and tricycles exported during the month was $17.65, and of the motorcycles $267.55, although the prices of the bicycles and tricycles ranged from $5 to $100, and of motorcycles from $75 to $345.

GASOLINE PRICE PROBE

Washington, D. C.—Scope of the gasoline price investigation by Senate Committee was revealed by Senator McNary, acting chairman. Hearings were started Monday. Six phases will be investigated as follows:

Whether there exists unfair competition or monopoly; whether fluctuations in exports and imports have had material effect on domestic prices; whether increased transportation costs, including installation of new pipe lines, caused the recent "sky rocketing"; present supply of gasoline and crude oil, and daily production of gasoline; present rate of consumption, which producers claim has increased enormously the past few weeks; whether shortage of coal has, by creating new demands for fuel oil, had any effect in price-boosting.

Late last week a slashing of prices was announced by the various companies. In New York the Texas Company announced a cut in gasoline of two cents a gallon in Pennsylvania and Delaware. The Atlantic Refining Company announced a similar cut. Gasoline will be sold at service stations for 27 cents and to garages at 24.

In Pittsburgh the City Council ordered a probe on retail gasoline prices. It is intimated that in Pittsburgh the price was five to eight cents higher than in Chicago.

NO FEAR ON PRIORITY ORDER

Washington, D. C.—The cycle trade need not fear that its shipments of motorcycles and bicycles will be immediately affected by the priority orders issued last week by the Interstate Commerce Commission. The orders of the commission were that preferential movement should be given to live stock and perishable commodities and fuel, and that all other shipments should not be moved until the preferred classes had been disposed of. However, at the present time, reports in Washington indicate, this will have no effect upon the movement of general commodities, since most of the railroads, especially in the West and Middle West, are well able to handle all the freight offered. The first section to feel the effects of the orders will be the Northwest, where a large part of the shipments of manufactures originate. Even on the roads in that section, however, there is no likelihood that the orders will be enforced to any degree within the next few weeks

CYCLE EXPORTS DURING JUNE

New York City—The bicycle, motorcycle and cycle exports from the Port of New York during June were as follows.:

Bicycles — Spain, $66; Panama, $36; Mexico, $486; Newfoundland, $49; British West Indies, $47; Cuba, $1,862; Dominican Republic, $95; Haiti, $70; Virgin Island, $90; Brazil, $1,258; Colombia, $69; Ecuador, $50; Venezuela, $50; British India, $145; China, $103; Palestine, $25; Philippine Islands, $1,107; Australia, $83; New Zealand, $212; British West Africa, $40. Total, $5,943.

Motorcycles — Belgium, $72,942 (265); Czechoslovakia, $823 (5); Denmark, $16,797 (63); Finland, $3,993 (15); France, $2,893, (10); Germany, $16,647 (62); Italy $38,989 (160; Malta, $148 (1); Netherlands, $67,998 (289); Norway, $21,428 (80); Rumania, $500 (1); Spain, $63,884 (236); Sweden, $20,236 (98); Switzerland, $4,188 (12); England, $23,256 (92); Panama, $1,284 (5); Barbadoes, $115 (1); Trinidad, $2,371 (8); British West Indies, $152 (1); Cuba, $907 (3); Dutch West Indies, $187 (1); Argentine, $2,606 (11); Brazil, $155 (1); Colombia, $257 (1); British India, $9,875 (36); Ceylon, $2,705 (10); China, $99 (1); Hong Kong, $1,807 (6); Japan, $4,796 (16); Philippine Islands, $771 (3); Australia, $51,008 (193); New Zealand, $3,945 (15); British South Africa, $33,729 (140); Morocco, $1,510 (10); Portuguese East Africa, $1,583 (5). Total value, $474,584. Total number, 1,856.

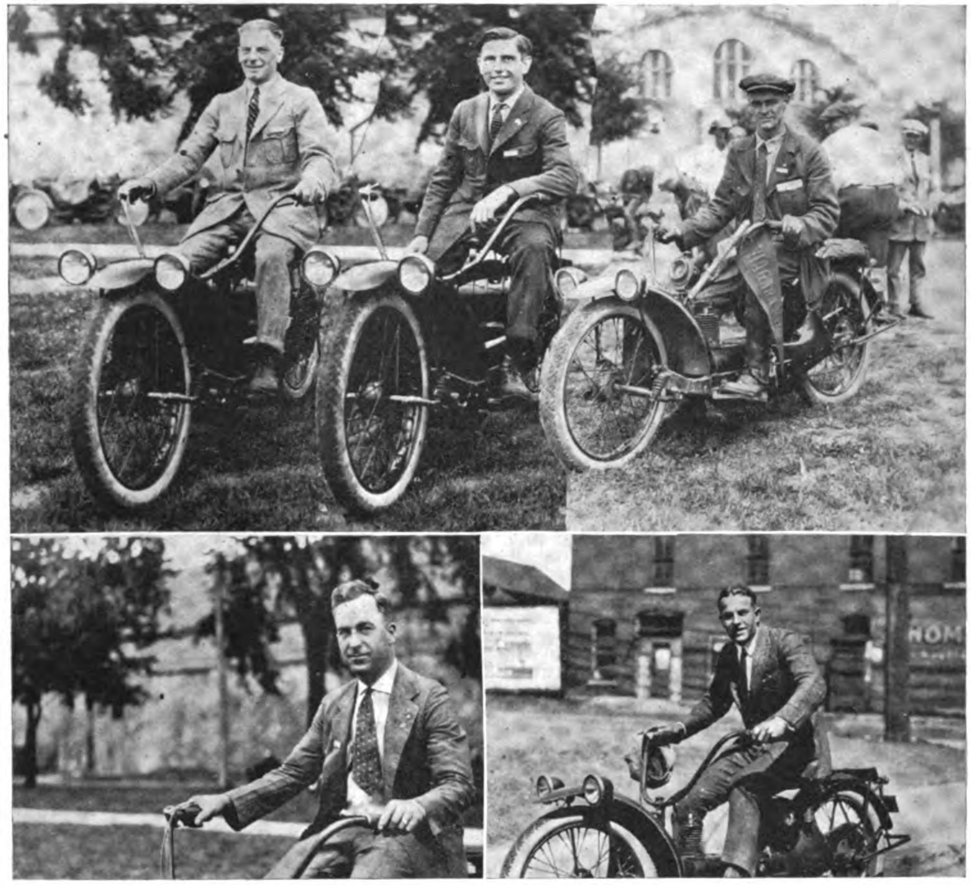
Cycle Parts—Belgium, $17,335; Denmark, $9,913; Esthonia, $3; Finland, $1,778; France, $3,507; Germany, $2,576; Greece, $200; Italy, $3,513; Netherlands, $9,518; Norway, $4,597; Spain, $14,487; Sweden, $4,535; Switzerland, $600; England, $3,909; Panama, $285; Mexico, $187; Bermuda, $119; Barbadoes, $55; Jamaica, $30; Trinidad, $75; British West Indies, $67; Cuba, $1,127; Dominican Republic, $219; Dutch West Indies, $30; Haiti, $54; Virgin Islands, $63; Argentine, $4.391; Brazil, $37; Chile, $34; Peru, $213; Uruguay, $11; British India, $727; Ceylon, $669; China, $630; Java, $2,451; Hong Kong, $25; Japan, $14,693; Australia, $14,762; New Zealand, $4,260; Belgian Congo, $412; British West Africa, $49; British South Africa, $3,515; French Africa, $25; Morocco, $347; Portuguese East Africa, $367. Total, $126,518. Weight, 232,789 pounds.

NINTH YEAR FOR VITALIC

Erie, Pa.—These are busy times at the Continental Rubber Co. plant, home of Vitalic tires, for Miss Humphries, who handles the advertising and publicity department. She is not so very big; they say she tips the scale at 116 pounds, but, oh my! You should try to keep up with her for a whole day. Besides getting out a peppy house organ she has issued a booklet for jobbers and dealers that is unusually good. Her latest is a sports cap for the bicycle riders, and now wherever she goes in the home town she is mobbed by kids who want caps. Sales Manager Caldwell points with pride that Vitalic tires are in their ninth year of popularity and that from the first they have been so good that no changes have been found necessary. He is out for a record this year, and is sure he will make it.

BOOSTING U. S. TIRES

New York—The United States Tire Co. is distributing broadcast over the country an attractive folder setting forth the advantages of Traxion Tread Motorcycle tires and U. S. Royal Tubes. The tire is illustrated in an upright, half lean and full lean position, to show how the tread grips the road. A number of cities using Traxion tread as police equipment are listed.



A bunch of Neracar boosters. Top, left to right, "Skip" Kruger, Neracar traveler on the Atlantic Coast; Alex. Morrison, of F. W. Henderson Co., Philadelphia, who is something of a hill climber; Sol Kulp, Reading, Pa., dealer who astonished the road hounds by making a wonderful showing in the Reading endurance run to Pittsburgh and return. Below, left to right, Vincent Mellen, Michigan and Wisconsin traveler; H. P. Nitterauer, a Buffalo, N. Y., rider

WANTS CYCLE ACCESSORIES

New York City—George De Ligne, Rue Belliard 100, Brussels, Belgium, desires catalogs of cycle accessories.

NEW LINE OF RADIO SPECIALTIES

Berea, Ohio—The Liberty Metal Products Co. is bringing out a line of radio specialties at attractive prices. President Roscoe Bean reports business improving right along, and a good season in prospect for 1923.

H. S. FIRESTONE SAILS

New York—Harvey S. Firestone, president of the Firestone Tire & Rubber Co., sailed for Europe last week. He was accompanied by Thomas Clemens, vice-president of the company. Mr. Firestone will combine business with pleasure and will examine manufacturing conditions in Europe.

GUMPERT BACK HOME

New York—E. V. Gumpert, export manager for the Harley-Davidson Motor Co., landed last Friday, after an extensive European trip. He was all smiles and reports that a great improvement in export business is certain. He also reported that President Millerand is now guarded wherever he goes by two Motorcycle Gendarmes, riding Harley-Davidson motorcycles.

CYCLONE AT $250

Benton Harbor, Mich.—The Cyclone motorcycle, which according to present plans, is scheduled to be announced in September, will list at $250. This price is being quoted to prospective dealers who are in correspondence with the factory. It will be a three-speed 61 cu. in. twin, and it is said that the price will include electric equipment. Report has it that the company plans to build completely equipped machines only.

MIAMI ANNOUNCES POLICY

Middletown, Ohio—The Miami Cycle and Mfg. Co., which for the past several years has marketed its high grade line of name plate bicycles through distributors, announces that it has decided to sell direct to the dealer in most territories. Distributors in California, Washington, Utah and Oregon will be retained, but with one or two exceptions sales will be direct from factory to dealer. In this connection it will be welcome news to the dealers to know that Frank P. Lee and Harry G. Gliesman, who for many years traveled for the Miami and are two of the best known bicycle salesmen in the country, will again take to the road for the Raycycle, Hudson, Miami and Flying Merkel line. Mr. Lee, who owns a retail store in St. Joseph, Mo., will cover the Central States. Mr. Gliesman, generally known as "Happy Harry," has a retail store in Jersey City, N. J. He will travel the Eastern States.

NEWS FROM THE WIGWAM

Springfield, Mass.—Mr. and Mrs. Emile Olsen, from Michigan City, Ind., stopped to visit the Hendee plant while on their way to the end of their 2,000-mile tour. They carried in and around their sidecar everything necessary for wayside camping. One thousand miles had been covered already with no mishaps and in perfect condition to go another 1,000. Mr. and Mrs. A. Schuler, from New York City also paid us a visit this week. Mr. Schuler is of the New York Police, Motorcycle Squad No. 1. He drove down to have a sidecar attached to his own motorcycle, an Indian Standard, but Mrs. Schuler, who rode tandem, says she really prefers that to the sidecar. Both were very enthusiastic over the Hendee factory.

Willimantic, Conn., Hill Climb

By E. W. Davis

THE second annual hill climb of the Willimantic Motorcycle Club was held Sunday on Mathieu's Hill, just outside of Willimantic, on the Hartford Road. The affair was promoted chiefly by "Del" Mathieu, Williamantic's Indian dealer, and should go down in the history of 1922 Hill Climbs as one of the best conducted affairs of the year.

The hill starts at right angles from the State Road, and after a level distance of about 60 feet, the ascent starts promptly at an angle of a trifle over 40 degrees and continues for 325 feet, right up through what was a cut off wood lot. That is it was a cut off affair until "Del" got busy with dynamite and pick and shovel and something like $200. When Mathieu got through with it, it was changed from a course full of stumps and bolders to one of the best in New England. The Worcester course is longer, but not a bit better in condition. If a rider spilled, he fell in loose dirt and danger from accidents was almost entirely eliminated. Electrical timing of the Worcester Club was used, and the climb in every way was an up-to-date to the last minute affair.

E. W. Davis, the laziest referee in existence was in charge, assisted by the best starter in the U. S. A., Howard G. Ramsey, Indian dealer of Uxbridge, Mass. Brother Clark, of East Hartford, and old man Hagenbush, Springfield, took care of the timing at the foot of the hill. Mr. Charles Franklin and Wm. Startz, Wrentham and Springfield men, were scorers. The top of the hill switch was ably taken care of by Harry Nichols and Chief of Police Spencer, assisted by Duncan Davis, oldest and only son of the referee.

Big Chief Mathieu had somewhere in the neighborhood of a thousand sandwiches and several cases of tonic which he distributed to the officials and riders, and all without cost. For a real "Regular Guy" Mr. Mathieu takes first prize. We have seen a number of climbs, but never the hospitality equal to friend Mathieu's.

Promptly at 1:20 Starter Ramsey called the riders to attention and sent the little fellers up the hill. This was won by Orrie Steele, Paterson, N. J., in 14.08 seconds, Steele having no near competitors in the event.

Next came an 80-inch novice class, which was won by Elzear Clutier, Uxbridge, on a Harley-Davidson. Elzear only went up in 16:90 sec., but had all others stopped, as the rest of the contestants proved that they were novices by not being able to go over the top at all.

Third event was a 61-inch expert solo and was won by Orrie Steele, Indian, 8:10. On their first trials Orrie and Ross, of Troy, were only separated by 3-100th of a sec., Orrie's time being 8:88 sec., and Ross, 8:91. Orrie made a lightning change of gears and on his next trial cut the time to 8:10, which Ross was unable to beat.

Fourth event, 80-inch expert solo, was won by Steele on his 80-inch Indian in 7:49 sec., and stands as the hill record. Ross rode the same machine in this event as Orrie did in the 16-inch solo, but could not get the time out of it that he did with his regular machine when he rode the 61-inch contest.

Fifth event was for 61-inch sidecars and was won by John Bickleman, Indian, in 15:05. John has considerable weight in his makeup, and added to a couple of good strong arms and considerable use of "grey" matter, all of which put together sent him over the top. Bickleman has the sidecar record for the hill, being the only one to get over. Steele and Clutier tried, but neither got near the top.

The 80-inch expert sidecar class was won by John Bickleman. This time he only got to the 290-foot mark, or 35 feet from the top. Guess John shot his bolt in the 61-inch event. Elzear Clutier, on a Harley-Davidson, took second, getting up 270 feet, while Steele gave the spectators lots of fun by turning over sidewise just past the foul line and digging in at about the same place on his second trial. Orrie had a smile on a mile wide at the finish of his second trial. Just where Steele got his sidecar is not known. It surely is nearly as old as he is and Steele is no youngster.

The course was well roped off, and the police protection was perfect.

Summaries:

37-Inch Expert Solo—First, Orrie Steele, Indian, 14:08 sec.; second, J. I. Bartlett, Indian, 14:61 sec.; third, John Scott, Indian, 15:12 sec.

80-Inch Novice Solo—First, Elzear Clutier, Harley-Davidson, 16:90 sec.; second, Edgar Peel, Indian, 225 ft.; third, Walter Glasgow, Harley-Davidson, 200 ft.

61-Inch Expert Solo—First, Orrie Steele, Indian, 8:10 sec.; second, Eugene Ross, Indian, 8:88 sec.; third, John Bickleman, Indian, 10:76 sec.

61-Inch Sidecar, expert—First, John Bickleman, Indian, 15:05 sec.; second, Orrie Steele, Indian, 190 ft.; third, Elzear Clutier, Harley-Davidson, 175 ft.

80-Inch Expert Sidecar—First, John Bickleman, Indian, 290 ft.; second, Thomas Gifford, Indian, 270 ft.; third, Orrie Steele, Indian, 65 ft.

TEN CENTS A MILE TO RUN AUTOMOBILE

ECONOMY of operation is one of the chief talking points in favor of the motorcycle as against the automobile and every dealer has frequently used it. From actual experience most every dealer can give convincing figures on the operating costs of his make of motorcycle, and also from experience quite a few of them can give the figures on the operating costs of an automobile, but the prospect is quite likely to discount the figure as coming from a prejudiced source.

Here are some figures that are official and from a reliable source that should be of value to every motorcycle dealer who is called upon to argue operation costs with a prospect. They come from the State Railroad Commission of the State of Wisconsin, which has determined as the result of evidence taken during extensive hearings on grade crossing relocation matters, that it costs the average automobile owner in Wisconsin 10 cents a mile to operate his machine. This commission has become standard in all of the commissions computations.

RACES AT FREDERICK, MD.

FREDERICK, MD., was the scene of a spirited race meet, promoted by Chester F. Delphey of that city. It was run before a motorcycle rider audience, for, to all appearances, the people of the town did not send out a corporal's guard to attend the races. However, riders from several states were present to the number of several hundred, which made the meet all the more colorful, for some of these motorcycling ladies surely dress attractively. Four events comprised the program, two five mile solo races and a five and a ten mile sidecar event. Riders competed from Frederick, Hagerstown, Uniontown, York, Lebanon, Washington and Wilmington. Bill Minnick came from Wilmington to attempt another clean sweep of the program such as he made last fall, but the best he could do was to get two firsts and one second. T. R. Conner, who has been seen through the east riding Reading Standard and Indian Flxi sidecar outfits, decided to change mounts this time and rode one of the Milwaukee products for Mr. Delphey, the local Davidson dealer.

The first event was the five mile solo with Fisher, French, and Minnick riding Indians and Rogers, Lineaweaver and Fuchs straddling Harley-Davidsons. The order at finish was Fisher, Lineaweaver and Rogers, time 7.15.

The ten mile solo was cut to five miles for the convenience of the riders. Finish was Minnick, French and Lineaweaver and the also rans. Time, 6.47 3-5.

Walker *and* Hepburn Capture Championships

EUGENE WALKER captured the lion's share of the cash and glory at the race meet on the mile track of the Wisconsin State Fair Grounds at Milwaukee, August 13. Walker and his Indian mounts grabbed the 10-mile 61 national championship, solo, and the 25 mile 30.50 National championship solo besides taking first place in a five and a ten-mile 61 solo event and second in the 30.50 miss-and-out race.

Ralph Hepburn, another Indian warrior captured the 25-mile National Championship for sidecars, thus hanging all of the championship scalps of the meet on the Indian totem pole.

Maldwyn Jones, Excelsior, captured a 5-mile 30.50 solo was second in the 30.50 25-mile championship and first in the miss-and-out race.

M. Setzer, an Indian rider, won the 10-mile sidecar event. In this race, Floyd Dreyer, Don Marks and Anderson were all slightly injured when they came together on the turn.

SUMMARIES

Ten-Mile 61 National Championship, Solo—Eugene Walker, Indian, first; Paul Anderson, Excelsior, second; Jim Davis, Harley-Davidson, third. Time, 4:43 1-5.

Twenty-Five-Mile 30.50 National Championship, Solo—Eugene Walker, Indian, first; Maldwyn Jones, Excelsior, second; Jim Davis, Harley-Davidson, third. Time, 21:27 4-5.

Twenty-Five-Mile National Championship, Sidecar—Ralph Hepburn, Indian, first; Setzner, Indian, second; Wagner, Harley-Davidson, third. Time, 25:35 3-5.

Five-Mile 30.50 Solo—Maldwyn Jones, Excelsior, first; Don Marks, Indian, second; Ralph Hepburn, Indian, third. Time, 4:15 1-5.

Ten-Mile, Sidecar—Setzer, Indian, first: Wagner, Harley-Davidson, second; Warren Cropp Excelsior, third. Time, 10:10 1-5.

Five-Mile 61 Solo—Eugene Walker, Indian, first; Paul Anderson, Excelsior, second; Jim Davis, Harley-Davidson, third. Time, 3:54 4-5.

Miss-and-Out 30.50 Solo—Jones, Excelsior, first; Walker, Indian, second; Hepburn, Indian, third. Time, 4:11 1-5.

Ten-Mile 61 Solo—Eugene Walker, Indian, first, Paul Anderson, Excelsior, second; Jim Davis, Harley-Davidson, third. Time, 7:53½.

A SERVICE THAT PAYS

JAMES BRYANT has just celebrated the opening of his second year in the retail bicycle trade. Mr. Bryant started with one bicycle store and two employes, but at the end of the first year, he can boast of two bicycle stores and a staff of seven employes. He has his main store at a prominent location at Broad and Johnson Streets. He is ever thoughtful for the bicyclists, as has been shown by his installation of a special reducing valve to provide a constant pressure of air at 25 pounds for the exclusive use of bicycle riders. This service is available day or night and Bryant has been broadcasting the news that bicyclists need have no fear of blowing their tires and rims to atoms at his air pump.

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Snapshots at the Willimantic Hill Climb—No. 1—Eugene Ross, of Troy, N. Y., who was second in the expert event. No. 2—Matthieu Hill is 300 yds. at a 47 per cent. grade. No. 3— Orrie Steele, winner of the 37, 61 and free-for-all solo events. No. 4—Walter Glasko, third in the novice event, a comer. No. 5—J. C. Bartlett, going over the top. No. 6—Elzear Cloutier, winner of the novice event, who also got third in the free-for-all.

The Real C

By virtue of performance—

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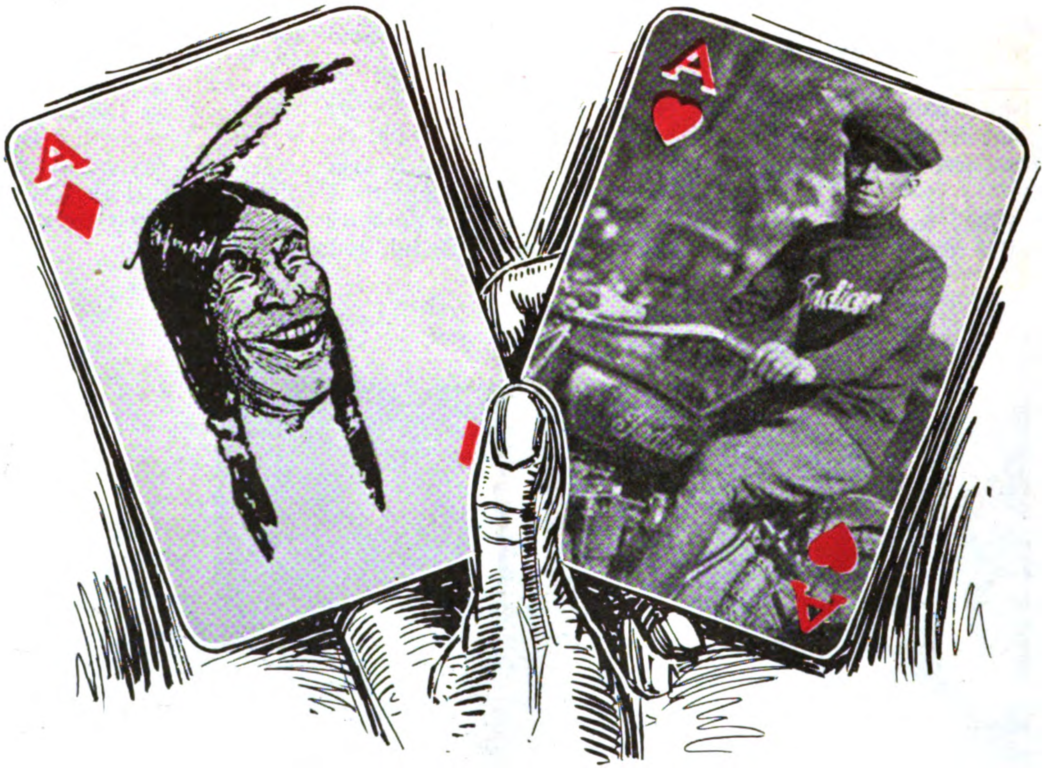

**Hats Off to Orie Steele and Indian Motocycle—
the real champions**

This wor
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It was w
duce and

37 CUBIC INCH EXPERT CLASS

1. Orie Steele	INDIAN	370	Feet
2. Wm. Lang	———	362	Feet 9 In.
3. Floyd Clymer	INDIAN	360	Feet

61 CUBIC INCH

1. Orie Steele	INDIAN
2. John Tracy	———
3. Floyd Clymer	INDIAN

HENDEE MANUFAC

Largest Motorcycle Manufacturer in the World

hampions

real champions are decided

ndian Motocycle

Ridden by Orie Steele

I N S EVERY EVENT AND THE NATIONAL CHAMPIONSHIP

ATIONAL CHAMPIONSHIP HILL CLIMB

EGYPT, NEW YORK, AUGUST 3, 1922
During ROCHESTER MOTORCYCLE RALLY

derful victory is the greatest on record and without parallel in the
motorcycle annals.

n in competition against the best machines the factories could pro-
seventeen of the best hill climbing experts from all over the U. S.

EXPERT CLASS

over the top)	16 360/400 Sec.
over the top)	18 28/400 Sec.
over the top)	18 59/400 Sec.

80 CUBIC INCH OPEN CLASS

1. Orie Steele	INDIAN	(over the top)	15 362/400 Sec.
2. Oscar Lentz.....	———	(over the top)	17 128/400 Sec.
3. Paul Anderson...	———	(over the top)	18 152/400 Sec.

TURING COMPANY

SPRINGFIELD, MASS.

What Motorcycle Clubs *and* Riders Are Doing

NEW REGISTERED CLUB

Chicago, Ill.—Chairman A. B. Coffmand of the M. and A. T. A. has issued charter No. 149 to the Nevada Motorcycle Association of Reno, Nev.

HAS TWO TRACKS FOR RACES

New York City—William Wellman, promoter, has secured the track at Providence, R. I., and also that at Unionville, Pa., for Labor Day, and plans to stage motorcycle races at one of the tracks on the big holiday.

LABOR DAY AT SINGAC, N. J.

Singac, N. J.—The Motor Racing Corporation of Newark, N. J., plans to stage a program of motorcycle racing at the Singac half-mile track on Labor Day. Among the riders that have signified their intentions of racing on that day are Maldwyn Jones and Don Marks. Program will be announced later.

CHAMPIONSHIPS AT SYRACUSE

Chicago, Ill.—Chairman A. B. Coffman, of the M. and A. T. A. Competition Committee, has issued a sanction to Horace P. Murphy for three national championships to be raced at the Syracuse State Fair, September 16. The 5 and 25-mile 61 solo championships and the 10-mile 61 sidecar championships will be decided. Most of the best riders in the country will be present.

THAT CROTONA 24-HOUR RUN

New York—In answer to many inquiries as to when the medals and prizes for the 24-hour run of several months ago will be distributed, the Crotona Motorcycle Club announced that an appeal was taken from the decision of the referee and the matter is now in the hands of the M. and A. T. A. competition committee. A decision is expected soon. Any further information may be had by writing to the Crotona Motorcycle Club, 175th street and Webster avenue, New York City.

NEW CLUB FOR MILWAUKEE

Milwaukee, Wis.—Milwaukee's first motorcycle club disbanded shortly after the war depleted its ranks. For some unaccountable reason no new structure rose from its ashes until August 2, when J. C. Maccracken, otherwise known as "Slim," motorcycle, bicycle and hike editor of The Milwaukee Journal, gathered some enthusiasts around him at the Milwaukee Press Club rooms and started the Motorcycle Riders of Milwaukee as the second club.

This organization is an outgrowth of the now well-known "melting pot tours" led by Slim this season. Harry Lindstrom was elected vice president and A. W. Risch, secretary. Presidential honors fell to Slim. Another meeting was held August 8 for the purpose of laying out a program for the season.

NEW SAN FRANCISCO ROOMS

San Francisco—The Golden Gate Motorcycle Club is looking for new headquarters and clubrooms. It is the intention of the club to find a place where there will be space enough to have a gymnasium for the members in addition to the regular clubrooms. C. E. Oberg, member of the committee in charge of the First Motorcycle Club and Dealers' Convention, to be held in Sacramento September 4 and 5, says that the coming event is causing a great deal of interest among the riders of Northern California. Discussions will be held on subjects of interest to the motorcycle fraternity. and a general program of entertainment is being arranged, not the least of which is to be a real watermelon feed. This outing is being planned in place of the annual watermelon feed held at Modesto in the past.

CLASSY FIELD AT SPRINGFIELD

Springfield, Mass.—With a classy field of stars coming for its races at the Eastern States Exposition track at Springfield, Mass., on August 19, the Springfield Post of the American Legion looks for a new set of half-mile track marks for distances up to ten miles, the limit set by the rules. It has leaked out that "Gene" Walker is planning an attack on the existing records. He inspected the track on a recent visit to Springfield and is of the opinion that it is one of the fastest in its class in the country. It is treated regularly by the track management with calcium chloride and is therefore as dustless as a dirt track can be made. The turns on the track are exceptionally wide and are banked sufficiently to afford a generous margin of safety. The records in question are held by Anderson and Jones, who will both be on hand to defend their laurels. Walker clipped the mile record at Singac, N. J., recently, but the new time was refused official recognition on the grounds that Walker's motor was not submitted for measurement following the races. He expects to better all previous performances at the Springfield races. The program outlined provides five snappy brushes between Walker, Marks, Seymour, Anderson, Jones and Davis. The opener will be a mile time trial, followed by a three-mile, a five-mile for the championship of New England, a six-mile miss-and-out and a ten-mile final for the New England championship at that distance.

Motorcycle tours are being organized in a number of New England cities by club members and others who will attend the races. Applications for entry have been received from several promising New England professionals, but as the Legion hopes to make this an annual affair it has been decided to restrict the entries to top-notchers only, in order to insure an entirely successful program. The races will be run under the official sanction of the M. and A. T. A. State Referee George "Usco" Ellis will officiate.

TOLEDO 30.50 RACE MEET

Toledo, Ohio—Sanction has been applied for by the Mid-West Racing Association, of which Ed. Wegner and Wally Stuart are the leading spirits, for a race meet to be held at the Fort Miami mile track, in Toledo, on September 17. Owing to the success which attended the last meet, in which the small motors were used, the contemplated meet will be restricted to motors of not over 30.50 inches. Because of the splendid surface of the track an average was maintained by the small machines of over 70 miles an hour, which means on the straightaways they were doing close to 85, and with the speed which is possible as well as the high-class field of riders who will compete those attending the race meet will be assured of close competition and plenty of thrills. All of the top-notch riders. Wegner, Marks, Hepburn, Davis, Oaks, Haddad, Jones and Anderson, have expressed intentions of competing for racing on the Toledo mile, with 30.50's, appeals to them very much. Entry blanks and further information will be supplied either by Wally Stuart, 1827 Adams street, Toledo, Ohio, or Ed. Wegner, 230 Paris street, South Bend, Indiana.

PRIZE TOUR POSTPONED

Philadelphia, Penna.—Owing to lack of time in which to complete the mass of details that must be arranged for a completely new form of contest such as this, the Motorcycle Club of Philadelphia found it necessary to postpone its Prize Tour which had been planned for July 30-31, in conjunction with the Rochester Rally. Riders of this section traveled independently, or joined one of the regular tours that were scheduled.

The Prize Tour, as a contest, will be run on September 3-4, as a two-day run starting and finishing in Philadelphia. The Labor Day holiday coming on Monday gives the riders two days free from their regular jobs so that they can take in this tour without losing time from work, which is expected to result in a well-filled entry list. The prizes to be won include an attractive selection of accessories and useful fittings donated by various manufacturers as well as medals and cups. Besides the silver cups donated by the Ace and Indian Factories, and the regular M. & A. T. A. medals for all who finish the Tour, the Harley-Davidson Motor Co. has donated a gold medal and a speedometer as a special award. Two Schebler De Luxe carburetors are also on the list as special prizes, also a Carter carburetor. The Klaxon as a prize. Strauss & Bugeleisen have put up a pair of Resistal goggles. A set of motorcycle drive chains is the offering of the Diamond Chain Co. The Splitdorf Electrical folks put up a couple of sets of spark plugs, and the Torrington Company donated a sheaf of spokes and nipples to help the cause. How many tourists passing through northern Pennsylvania know of the monument to Tom Quick, the "Indian slayer of the Delaware" or where the first anthracite coal or the first railroad on which anthracite coal was transported to market, was dug, or the last remnant of the William Penn estate? These are only a few of the features that await the riders who compete on the Prize Tour. Every wideawake motorcyclist who takes part in this event will find his broadened knowledge of his own country to be a source of more solid satisfaction than any material prize could be, and the medals, cups or other trophies that are won will have intensified value because they will serve as permanent reminders of the club's big tour in which the riders really saw the country as they traveled.

SANCTIONS ISSUED

RACE MEETS

Aug. 23-24—Salisbury Fair Association, Salisbury, Md. Sanction 711.

Aug. 19—Springfield Post No. 21, American Legion, W. Springfield, Mass. Sanction 713.

Sept. 4—Neill & Norcross, Greeley, Colo. Sanction 652.

September 4—W. H. Diener, Pottstown, Pa., Sanction No. 704.

HILL CLIMB

Aug. 25—H. P. Murphy, Flemington, N. J. Sanction 715.

Sept. 4—Raymond A. Garrity, Lockport, N. Y. Sanction 718.

Sept. 8—H. P. Murphy, Philadelphia, Pa. Sanction 717.

Sept. 15—H. P. Murphy, Mount Holly, N. J. Sanction 716.

Sept. 16—H. P. Murphy for New York State Fair, Syracuse, N. Y., (Including 5 and 25 mi 61-in. Solo; 10 mi. 61-in. Sidecar). National Champ. Sanction 714.

Aug. 27—Long Beach Motorcycle Club, Long Beach, Cal. Sanction 696.

Aug. 27—Queensboro Motorcycle Club, Corona, L. I. Sanction No. 710.

ENDURANCE RUNS

Aug. 26-27—Reading Motorcycle Club, Reading, Pa. (No route given). Sanction No. 719.

September 3—Chicago Motorcycle Club, Chicago, Ill. Sanction No. 705. (Route: Chicago, Ill., Crown Point, Rensaeller, La Fayette, Ind., Hoopeston, Momence, Chicago, Ill.)

SECTIONAL HILL CLIMB

(East, North, Central)

September 4—Entronuse Motorcycle Club, Marion, Ind. Sanction No. 708.

TOLEDO PLANS ENDURANCE RUN

Toledo, Ohio—News which was met with rejoicing by the "road hounds" in Northwestern Ohio and those sections of Michigan and Indiana which adjoin, was that Wally Stuart will promote an honest to goodness Endurance Run on Saturday and Sunday, October 7 and 8, rain or shine. The run will be an eighteen-hour affair, and will start and finish in Toledo. While final plans have not been completed, it is more than likely that the start will be made at 10 o'clock, Saturday night, and the riders will proceed through Norwalk to Akron, Ohio, where a layover of one hour will be allowed so the riders can get breakfast. From Akron the route will then be through Canton to Loudenville, Ohio, where the noon control will be established. Loudenville through Mansfield, Tiffin, Fostoria, and finally to Toledo, will be the balance of the route with the first rider in Toledo about six o'clock. All of the night riding will be over improved roads. From Canton to Mansfield, dirt roads will be encountered, but at that time of the year they will be in good shape. One of the features of this section is the numerous hills which will test the power of the best machines.

The trade will be asked to donate various accessories which will be awarded tn addition to the usual gold, silver and bronze medals. It is probable the value of the prizes which will be awarded will amount to at least eight hundred dollars and possibly a thousand. There will be classes for middle weights, heavy weights and side car, and if sufficient three-men teams can be organized, there will also be team prizes. There is every assurance that the run will be organized along the efficient lines which have made the various contests promoted by Wally successful. Further particulars will be furnished by W. Stuart, 1827 Adams Street, Toledo, Ohio.

QUEENSBORO HILL CLIMB

Corona, L. I.—The Queensboro M. C. announces that on August 27, the annual mountain climb will be held at Cold Spring Harbor, L. I. The hill has always been a goat getter. Besides being steep it has a sandy disposition. The route is by way of Queensboro bridge to Jackson avenue, (Northern Boulevarde) on the north shore to Cold Spring, and there will be stationed club members to direct riders to the scene of the climb. It is about a 35 mile ride from New York. Hot dogs will be sold on the grounds. Admission will be free. There will be 37, 61 events and an open event for four cylinders. The club held a stag party last Friday, to Coney Island.

Willie Grimm Is Amateur Champion

WILLIE GRIMM, of Newark, is now the amateur champion of America. The popular Newark lad won his right to the title at the Newark Velodrome, Sunday, August 13, by scoring three points for second place in the five-mile title race, the last of the series of six events, thereby making his grand total 16 points, two points more than Elmer Bundt, the Buffalo lad, who finished fourth in the race, scored. Fred Spencer, the Plainfield cyclist, won the race and brought his total up to 13 tallies.

Before the start of the last race, Grimm and Bundt were tied with 13 points each. If Grimm beat Bundt regardless of who won the race the title was his and that is what he did. Fred Spencer won with Grimm second; Roy Mobeck, Chicago, third, and Bundt, shaken off, was fourth.

HOW AMATEURS SCORED

	RACE						
Rider	¼ M.	⅓ M.	½ M.	1 M.	2 M.	5 M.	Pts.
Grimm	3	3	0	2	5	3	16
Bundt	0	5	3	5	0	1	14
Spencer	5	0	0	0	3	5	13
Bendi	0	2	2	3	1	0	8
Hambacher	0	1	5	1	0	0	7
Mobeck	0	0	0	0	0	2	2
Seuffert	2	0	0	0	0	0	2
Fenn	0	0	0	0	2	0	2
Gastman	1	0	0	0	0	0	1
Adams	0	0	1	0	0	0	1

Points—First, 5; second, 3; third, 2; fourth, 1.

The final standing of the riders in the 1922 championship contest may be found in the accompanying table.

Eight heats were run and the winners went into the semi-finals. In the first semi-final, Spencer won with Grimm second. Bundt won the seconds semi-final with Mobeck in second place. The final was paced and at about three miles Mobeck punctured and the race was ordered started over again, the riders to go three miles. In the restart, Bundt and Grimm were fighting for Spencer's rear wheel and as a result, Bundt blew himself up and when Spencer went with Grimm on the Buffalo rider had nothing and sat up before the finish.

When the final race of the 1922 amateur championship series was run. Upper left, the five finalists, left to right, Mobeck, Grimm, Spencer, Bundt; upper right, Fred Spencer, the winner of the five-mile; lower left, Willie Grimm, the champion; lower right, start of the five-mile race, left to right, Mobeck, Bundt, Spencer and Grimm

It was apparent that Spencer and Grimm were out to beat Bundt. Grimm got onto Spencer and while Bundt was in front at a lap and a half for home Spencer went with Grimm hanging on. Grimm got the benefit of Spencer's pull, although Spencer did not sacrifice himself for Willie, but went on and won with Grimm taking second. Mobeck was third and Bundt fourth. In past championship windups there has been flowers and flags for the winner, but Willie Grimm did his tour of honor without either.

The other feature race on the program was a four-cornered match race between Willie Spencer, the leader for the pro. title; Alfred Goullet, the Velodrome favorite; Ray Eaton, second in the title fight, and Orlando Piani, the Italian. Spencer won the first heat from Eaton, Goullet and Piani, but Goullet annexed the second and third heats and the match. Eaton was second in the second heat and Spencer third, while Piani beat Spencer for second in the third heat.

Fred Hill was a star on Sunday. Fred, who did a "come-back" this season, won both the miss-and-out race and the ten-mile invitation point race.

The ten-mile invitation point lap race had a sprint each half-mile with five, three and one points to first, second and third, respectively. The final dash carried 25 to the winner, 15 for second, 10 for third and 5 for fourth. Alfred Grenda, Reggie McNamara and Alfred Goullet were picked as the favored ones to win, but Hill, Thomas and Horan took a flyer about a mile from home and Hill won both the last sprint and the sprint previous, which netted him 33 points. Goullet, Grenda and McNamara scored 20 points each and were tied for second money. Cecil Walker, 18 points, finished fifth, and Harry Horan, 16 points, landed sixth. Aleck McBeath, 12 points, landed seventh place.

Fred Spencer, winner of the five-mile amateur championship, and Anthony Beckman, the North Hudson Wheelmen rider, met in an unlimited pursuit race and Beckman caught Spencer in 5 miles and 1,700 yards. The time was 13:29 4/5. Summaries:

Half-Mile Novice--Won by William Hensberg; second, Joe Johnson. Time, 1:07 2-5.

Two-Mile Handicap, Amateur—Won by Burton Fenn, 90 yards; second, Louis Benezatti, 90 yards; third, Felix Patti, 115 yards; fourth, E. C. Bendi, 40 yards. Time, 4:02 2-5.

Five-Mile National Championship, Amateur—Won by Fred Spencer, Plainfield; second, Willie Grimm, Newark; third, Roy Mobeck, Chicago; fourth, Elmer Bundt, Buffalo. Time, 11:15 2-5.

Half-Mile Handicap, Professional—Won by Lloyd Thomas, 60 yards; second, Floyd Krebs, 55 yards; third, David Lands, 50 yards; fourth, Morence Declerck, 75 yards. Time, 53 1-5.

Miss-and-Out, Professional—Won by Fred Hill; second, John Bedell; third, Fred Taylor; fourth, Willie Hanley. Time, 6:52 3-5. Distance, 3 1-3 miles.

CARMAN WAS SCAMPERING

CLARENCE CARMAN, the Long Islander, was certainly scampering at the New York Velodrome, Friday night, August 11, when he defeated Vincent Madonna, the Providence rider, in a ten-mile motor-paced match race, Carman taking the second and third heats after being beaten in the first. In all three heats the track record was beaten, first by Madonna and then twice by Carman.

Carman drew Jimmy Hunter for a pacemaker in the first heat, while Madonna had his countryman, Jean Antenucci. Madonna drew the pole, got off in front and was never headed, winning in 13:48 4/5, which bettered the track record of Carman of 13:59 2/5. The second heat saw Madonna have the same pacemaker, while Carman took Otto Miller. Carman drew the pole and went all the way, being timed in 13:50, which was under his old mark. The same pacemakers worked the third heat with Carman again having the pole. Clarence set sail for all he had and Madonna was beaten to the pace at the start and while he got up close to Carman later, he failed to be dangerous, Carman winning in 13:44 2/5, bettering Madonna's time made in the first heat. It was a fine race and had the fans on their feet through most of the three heats.

Two sprint match races were also carded. In the first, Reggie McNamara took Bobby Walthour, Jr., into camp in two straight heats. In the second Willie Spencer, Ray Eaton and Alfred Goullet met in a three-cornered race and that is the way they finished in each heat.

Goullet had a chance to shine in the five-mile open later in the evening. At the bell lap, Goullet was in fourth position, but with one of his spectacular sprints, he went around his opponents in great fashion and won easily. Alfred Grenda came along and nipped Eddie Madden for third and Fred Hill beat Harry Horan for fourth. Hill won the two-third-mile handicap for the pro. pedalers. Cecil Walker, Aleck McBeath, Bill Erskine and Orlando Piani fell in the earlier part of the race, but managed to escape with bruises.

Fred Spencer, the Plainfield rider, accounted for the two-mile open for the amateurs, Spencer beating E. C. Bendi, of the U. S. I., and Sam Gastman, of Newark, in the sprint home. In this race, John Amabile and Rudy Zimmerman, local riders, fell and in the mixup, Zimmerman suffered a fractured collarbone and dislocated shoulder. Otto Eisele, U. S. I., won the half-mile amateur handicap and Gus Packall the novice. Summaries:

One-Mile Novice—Won by Gus Packall; second, Fred Osterhammel. Time, 2:13.

Half-Mile Handicap, Amateur—Won by Otto Eisele, 80 yards; second, Charles Peleso, 70 yards; third, Earl Adams, 40 yards; fourth, Charles Winter, 70 yards. Time, 54 4-5 seconds.

Two-Mile Open, Amateur—Won by Fred Spencer; second, E. C. Bendi; third, Sam Gastman; fourth, Earl Adams. Time, 4:06 3-5.

Two-Third-Mile Handicap, Professional—Won by Fred Hill, 30 yards; second Alfons Verraes, 35 yards; third, Anthony Young, 30 yards; fourth, Willie Hanley, 10 yards. Time, 1:14 1-5.

Five-Mile Open, Professional—Won by Alfred Goullet; second, Alfred Grenda; third, Eddie Madden; fourth, Fred Hill; fifth, Harry Horan. Time, 10:33 3-5.

SPENCER AND CHAPMAN WIN

ARTHUR SPENCER won the feature sprint race and Paced Champion George Chapman accounted for the feature paced race at the New York Velodrome, Tuesday August 15.

Spencer defeated Orlando Piani, Alfred Goullet, Francesco Verri and Pierre Sergent in a match race, taking the first and third heats, while Piani accounted for the second. The first heat saw Spencer defeat Goullet and Verri. Piani beat Spencer and Verri in the second and Spencer won the third from Verri and Sergent.

Chapman met Frank Corry, Charles Verkeyn and George Colombatto in a 25-mile race, and it was all Chapman from the start. Corry was second, Verkeyn third and Colombatto last.

Felix Patti, Anthony Beckman and John Patrick met in a five-mile amateur race and Patti won after Patrick punctured and Beckman was unable to hold the pace. The time was 7:43 4-5.

A feature pursuit race was put on for the pro. riders with qualifying heats at two miles pursuit style. Alfred Grenda, Reggie McNamara, Aleck McBeath, Tom Bello, Cecil Walker and Hans Ohrt qualified in the heats, and that was the order of finish.

Half-Mile Handicap Amateur—Won by Fred Kramer, 40 yards; second, Gus Merkel, 35 yards; third, Thomas Whittard, 90 yards; fourth, Louis Benezatti, 45 yards. Time, 54 1-5 seconds.

Two-Mile Open, Amateur—Won by Louis Benezatti; second, Elmer Bundt; third, E. C. Bendi; fourth, Fred Spencer. Time, 4:09 4-5.

Two-Third-Mile Handicap, Professional—Won by Anthony Young, 30 yards; second, Tom Bello, 50 yards; third, Gordon Walker, 60 yards; fourth, Alfons Verraes, 30 yards. Time, 1:12 2-5.

Miss-and-Out, Professional—Won by Fred Hill; second, Charles Osterritter; third, Lloyd Thomas; fourth, Willie Hanley. Time, 5:16 4-5. Distance, 2 2-3 miles.

CARMAN SAFELY IN LEAD

CLARENCE CARMAN, the Long Islander, is now leading the motor-paced riders in the winning table. Carman has a lead of 14 points, Clarence having 120 to 106 for Victor Linart, the Belgian. Vincent Madonna, the Providence Italian, has one point less than Linart. The standing to August 15 follows:

Rider.	1st.	2d.	3d.	4th.	Pts.
Clarence Carman	16	9	5	3	120
Victor Linart*	13½	9	4	2	106
Vincent Madonna	11	11	6	1	105
George Chapman	12	9	6	0	99
Jules Miquel	9	6	8	4	83
George Wiley	7	9	8	5	83
Frank Corry*	6½	11	4	0	75
Charles Verkeyn	4	3	7	3	46
George Seres	2	5	3	1	32
Frank Keenan	3	1	3	4	28
Jackie Clark	0	5	4	2	25
Vincent Markey	2	3	1	2	23
George Colombatto	1	2	4	3	22
Willie Appelhans	1	4	1	2	21
Brask Andersen	2	1	2	3	20
Percy Lawrence	2	1	2	0	17
Willie Keller	2	1	1	0	15
Worth Mitten	0	2	2	2	12
Lawrence Gaffney	1	1	1	1	11
Luigi Marcella	1	1	0	1	9
Ralph Spiers	1	1	0	0	8
Archie Villa	0	2	1	0	8
Joe Mitola	0	1	1	0	5
Manuel Nunes	1	0	0	0	5
Willie Upton	0	0	1	0	2
Louis Gilson	0	0	1	0	2
Humbert Norantonio	0	0	1	0	2
Rudolph Blomstrom	0	0	0	1	1

Points: First, 5; second, 3; third, 2, fourth, 1.

*Linart and Corry tied at New Bedford on May 29. Points for first and second (8) were divided between them.

St. Onge *in* St. Louis

FRED ST. ONGE opened his week of cycle boosting on Monday night, July 31, at the headquarters of the Leacock Sporting Goods Co. and 25 trade people gathered for the occasion. Among the speakers of the evening were R. J. Leacock, President of the Cycle Jobbers' Association; Noble S. Endicott, father of the "White Line of Safety" in St. Louis; W. E. Rogers, New Departure Mfg. Co., Z. Godin, sales manager of the Leacock Co. and St. Onge himself.

Mr. Leacock offered the support of his whole organization to help boost business for the local dealers. Mr. Endicott asked for the co-operation of dealers and riders to help put over the "White Line of Safety" throughout the State of Missouri. Mr. Rogers told the dealers what he had seen in other cities where he had worked with St. Onge and urged them to co-operate with the C. T. A. representative to the limit.

Two scrap books brim full of publicity obtained by St. Onge on his tour together with photographs spoke for the work he had already done and showed what was possible to do in St. Louis. Mr. Godin signed up some new members for the local association and infused a lot of enthusiasm into the meeting at this point.

What was conceded to be the biggest bicycle demonstration here in some time, took place on Saturday afternoon, August 5, when nearly 600 bicycle riders had a parade. The parade was made up mostly of boys 10 to 17 years old, although men more than 60 years made the trip and boys as young as six made the ride also. About 20 girls were in the procession. The bicycles, most of them gaily decorated, stood in two close-packed lines stretching from Locust to Olive Street on Twelfth Boulevard before the start at two o'clock.

Picturesque and grotesque costumes, for which prizes were awarded by local dealers, were features of the parade. There were colonial squires and dames, clowns, tramps, farmers, "Happy Hooligans" and boys dressed as girls. Donald Rehm, 11 years old, arrayed in jockey colors of white and purple, rode a bicycle with a horses head attached to the handle bars. Alfred Peterson had one of the most attractive affairs consisting of a most complete radio set and 20 feet of aerial, by grounding a wire to a hydrant he was able to hear the Post-Dispatch concerts while on his bicycle. Most of the wheels in the parade were of a light design, although there were many odd designs, an old hickory, a quad in fine condition and ridden by members of the Century Cycling Club acted as a pacemaker today same as in years past.

Among the St. Louis racing men in line were "Peg" Martin, "Red" Freeman and A. P. Laing who was a "Champ" back in 1896. The oldest rider was H. F. Kleykamp, 67. His son Elmer, 31, and his grandson Elmer, Jr., 7, accompanied him on the ride. Little Albert Brown celebrated his sixth birthday and was awarded first prize for being the youngest rider.

The grand prize of the day was a high-grade bicycle presented by the Leacock company to the rider with the best decorated wheel. The week of cycle boosting came to a close at the park where Fred St. Onge gave an interesting exhibition and demonstration in cycling after which the crowd cheered heartily for the St. Louis dealers.

John Balack of the Excelsior Motorcycle Co. and John Hurck (Indian), supplied sidecar outfits to act as patrol and take care of the souvenirs furnished by various manufacturers, all the dealers in bicycles distributed the hand bills and were really responsible themselves for the great number of riders in the parade.

The members of St. Louis Cycling Club active in the big ride were, H. Hoppe, captain; E. A. Quenthan, treasurer; A. C. Talcott, secretary; W. C. Martin, C. B. Jansky, "Bill" Flesh, Noble S. Endicott. The Guarantee Cycle Club had Rehm Brothers; Century Cycle Club, A. G. Sieghold; Million City Wheelmen were represented by Joseph Goldman.

St. Louis Cycle Dealers' Association consists of the following: Sam Brown, Bike Supply Co., Excelsior Motor & Cycle Co., Fairgrounds Cycle Co., Grand Ave Cycle Co., Hughie Cycle Co., Ivory Motor & Cycle Co., C. B. Jansky. Jefferson Cycle Co., Leacock Sporting Goods Co. Querling Motor & Cycle Co., St. Louis Cycle Co., Jules Schaeffer, Kingshighway Motor & Cycle Co.

WILLIE SPENCER LEADING

RAY EATON and Willie Spencer have had a see-saw struggle for the lead in the national professional sprint championship. Willie held it after the first race, then his brother, Artie, took it away from him. After the first four races Ray Eaton and Art Spencer held it with 12 points each. After the fifth race Willie Spencer again took the lead and held it for a few weeks until Eaton replaced him. It was Willie's turn the past week when the two-mile title race was run at the Newark Velodrome, Wednesday, August 9, and he won the race, beating his brother, Art, in the final. Orlando Piani, Italy, beat Eaton for third, which made the standing of the leaders after the fifth race of the second series read as follows: Willie Spencer, 32; Ray Eaton, 29; Arthur Spencer, 23; Alfred Goullet, 17.

The heats of the two-mile race were won by Eaton from Cecil Walker; Willie Spencer from Gus Lang; Arthur Spencer from Eddie Madden; Goullet from Aleck McBeath; Piani from Harry Kaiser; Hans Ohrt from Francesco Verri; Alfred Grenda from Pierre Sergent and Reggie McNamara. Eaton beat Sergent in the first semi-final and Willie Spencer beat Ohrt in the second. Art Spencer disposed of McNamara in the third, while Piani beat Goullet in the fourth. In the first grand semi-final Willie Spencer beat Piani and in the second Art Spencer defeated Eaton. The consolation for the championship was won by McNamara, who beat Goullet, Sergent and Ohrt in that order.

Pierre Sergent, France, and Francesco Verri, Italy, met in a match race and Verri won the first, second and third heats. In the second heat Verri was disqualified for riding wide and Sergent was given the heat. In the third heat Sergent won, but was disqualified for riding wide and Verri was given the heat. This netted the most number of heats for Verri, but they were both hitting 100 per cent. on the wide riding. Summaries:

Half-Mile Handicap, Amateur—Won by Louis Benezatti, 65 yards; second, Howard Brant, 60 yards; third, Michael Dolan, 75 yards; fourth, Otto Zipf, 40 yards, Time, 54 4-5 seconds.

Two-Mile Class B, Amateur—Won by Otto Zipf; second, Anthony Butler; third, John Patrick; fourth, Jack Davis. Time, 4:09 2-5.

Two-Mile Class A, Amateur—Won by E. C. Bendl; second, Fred Spencer; third, Anthony Beckman; fourth, Louis Benezatti. Time, 4:05 1-5.

Three-Mile Tandem, Professional—Won by Alfred Grenda and A. McBeath; second, Fred Hill and David Lands; third, Fred Taylor and Harry Horan; fourth, Charley Osterritter and Anthony Young. Time, 6:05 3-5.

Two-Mile Handicap, Professional—Won by Alfred Grenda, scratch; second, Aleck McBeath, 10 yards; third, Clif Papworth, 40 yards; fourth, Harry Horan, 170 yards. Time, 3:48 2-5.

St. Louis kids lined up by St. Onge

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

ERNEST Ohrt, the 'Frisco ankler, is still traveling Europe and winning races. Ernest went to Avignon, France, on July 30, and won two races, a handicap and an open race, and finished third in a team race. Paul Didier won the Grand Prize of the Rhone from Baptiste and Bacci at the same meeting.

* * *

At Breslau, Germany, July 28, Ernest Kaufmann, the Swiss, defeated Walter Rutt and Willie Lorenz, the Germans, in a match, Kaufmann taking all three heats, with Lorenz second in the second and third heats. On July 31 Pete Moeskops beat Kaufmann in a match race at the Amsterdam, Holland, track, Moeskops taking two straight heats.

* * *

Edward Perry, the Century Road Club Association of America rider, who started out for the Pacific Coast, postcards me from Seattle, Washington, saying that he will go to San Francisco and then back home from 'Frisco. On the way out Perry said he used up five tires, a chain and a saddle as far as Seattle. It took him two months to cross the country, but rode 135 miles on the last day, his actual time for the 135 being 16½ hours.

* * *

There is probably no more interesting struggle than that is now being waged by the motor-paced riders in the points table being kept by Motorcycle and Bicycle Illustrated. Clarence Carman is now leading, but both Vincent Madonna and Champion George Chapman are making rapid gains. Chapman won five out of his last six races ridden and would have won the sixth but for a bloomer on the part of a pacemaker.

* * *

Leon Meredith, the veteran English road and paced rider, broke the 50-mile English road record by doing 2 hours and 32 seconds for the distance, an average of almost 25 miles per hour. The former record of 2 hours, 1 minute and 2 seconds was made by Harry Green and stood for 13 years. His first 25 miles in the record was timed in 58 minutes. Meredith is 39 years of age and has won many British titles in addition to the world's amateur paced championship on six occasions.

* * *

Reach for this one while it is simmering. Willie Spencer and Ray Eaton, who are about the best pedal artists this country has, are both battling hard for the championship. Manager Frank Cadwell, of New Bedford, thought he would get them both before the final championship race, so he engaged them for a match race at his Bay State track on Monday night, August 14. To make it a little more interesting Frank Cavanagh, the erstwhile "Irish champion," and present holder of the New England sprint championship, was thrown in among them to get all clawed up. The clawing, however, was not done by Spencer and Eaton, but by Cavanagh, as Frank beat the pair of championship contenders in the first heat and then came back and beat 'em again in the third.

* * *

Rain spoiled the world's championship meeting at Liverpool, England, late in July and early in this month. As a result of the downpour the professional titles had to be curtailed. English riders accounted for the amateur titluar events, Horace T. Johnson, the sprint championship, and D. Marsh, the road race over the 100-mile route. At a congress of Unione Cycliste International, the world's governing body, held the first day, it was decided to ratify the dates selected by the Swiss for the 1923 championship meeting at Zurich. Next year's title races will start on Saturday, July 14, and wind up on Sunday, July 22. France put in a bid for the 1924 championships, so that they could be tied up with the Olympic Games, but final action was deferred on this application. Austria, Hungary, Egypt, Turkey and Poland applied for affiliation with the U. C. I., but action was laid over to a later meeting.

* * *

Another prominent cyclist has said farewell to the bicycle game. The latest is George E. Wiley, formerly of Syracuse, N. Y., who is now a resident of New York City. Wiley rode his last race at the Revere Beach Cycle Track on Wednesday night, August 9, in what was termed a "Golden Wheel Revenge." Wiley had won the Golden Wheel Race, a 50-mile affair at the same track a week previous, from Clarence Carman, George Chapman, Charles Verkeyn and Vincent Madonna, and the same field was entered in the "Revenge" race. After finishing away back in the "Revenge" race Wiley announced the following day that he was through with the game, disposed of all, or most all, of his racing material that same day and came on home to New York. Wiley has had an eventful career on the wheel. He started out as an amateur road rider and after graduating into the professional ranks and competed in a number of six-day races and then took to the paced game. In 1912 and 1913 he won the motor-paced championship of America and won the world's paced championship when the title events were held at Newark in 1912. He also won the paced title in 1915, 1917 and 1918. In 1920 he finished second to George Chapman in the paced championship and ran second to the same man in 1921, and was second man in the title race this year when Chapman made it a triple victory. Wiley has raced considerable in Europe and was well liked over there, as he was here. He was a great favorite at Nat Butler's track at Revere, where he rode his last race. It is with regret that his friends see him retire from cycling, but they are glad that he is retiring as he did and not being forced through being injured in a race. The game is a rough one, and that has probably been the cause of the retirement of Wiley, one of the finest and squarest riders America has ever produced. He has not announced any plans for the future, but no matter what he tackles he has the good wishes of all cycledom.

George Wiley, who retired from the motor-paced game after many years of competition

* * *

The trials and tribulations of a referee are many and varied and joy he has none. It is an awful situation, but such was the situation that Harold Dibblee, who "refs" at the Newark Velodrome, found himself in last Sunday. The final race of the amateur title series for 1922 was on tap, the five-mile winding up the struggle. Elmer Bundt and Willie Grimm, of Buffalo and Newark, respectively, had reached the final race with 13 tallies each. It was up to Bundt to beat Grimm if he wanted the title and the same was Grimm's game. Fred Spencer, the Plainfield lad, was in the final, but he only had eight points and if he won he would only secure a grand total of 13 points, while Grimm and Bundt were sure of either second, third or fourth, with three, two and one point, respectively. Spencer and Grimm are riding for the same club, so it was only natural that Fred Spencer would do all in his power to help Grimm finish one place ahead of Bundt. Spencer was touted as the one best bet to win the race, so Grimm and Bundt fought to get Spencer's wheel. Bundt was in front a lap and a half from home when Spencer went with Grimm on. Grimm hung to Spencer and the latter won with Grimm second. Bundt was beaten as soon as Spencer went. He finished out the race, but eased up in the last half-lap. Bundt took his defeat without a kick against team work. But team work there was, and it benefited Grimm. Had Bundt hung to Grimm in the last mile and then tried to beat him in the last lap he might have had a better chance, but he spent his efforts in trying to get Spencer's wheel and he might have known that Spencer would not have gone with him on. Grimm's only desire was to beat Bundt, and he did that by protecting Spencer to the last stretch and the Plainfield lad won as he pleased. According to the rules team work is banned and the referee could have disqualified both Grimm and Spencer for teaming, but Spencer did not sacrifice his chances for Grimm. Instead, he went on to win, but he made sure who was on his wheel before he went. It was unfortunate that the series wound up as it did. Last year Grimm had a chance to win the amateur title, but was put out through an accident. This year he made a game struggle of it and tied Bundt when the fourth race was run. He is a popular lad, and while his victory was not greeted at the Newark Velodrome as well as was other amateur champions' wins, nor was he honored as other champions have been honored with floral offerings, he is deserving of all the honors just the same.

Johnson World's Amateur Champion

HORACE T. JOHNSON, member of the Catford Cycling Club of England, won the final of the world's amateur championship at the New Brighton track at Liverpool, England, Saturday, July 29. M. Peeters, last year's champion, hailing from Holland, was second, and W. A. Ormston, a member of the Polytechnic C. C., was third.

The heats were won by A. White, England; Edmund Hansen, Denmark; J. E. Sibbit, England; M. Peeters, Holland; George Owen, England; W. A. Ormston, England; Bosch Van Drachenstein, Holland, and H. T. Johnson, England. A. G. M. Oakes, England, won the repechage. The heats and repechage were run Friday evening, July 28. The semi-finals and final were contested on Saturday, July 29.

In the first semi-final Ormston, Owen and Hansen lined up. Ormston jumped 240 yards from home and won, but after the finish line had been passed, Owen and Ormston fell in a heap and were badly shaken up. In the second semi-final, Peeters, Oakes and Sibbit were drawn. Peeters won in the last few yards in a well-timed sprint. Oakes was second. The third semi-final saw the ultimate winner, Johnson, White and Van Drachenstein line up. The trio swept across the line abreast with Johnson getting the verdict by a scant few inches with the Hollander second.

Ormston's fall in the semi-final had evidently spoiled his chances in the final, which was run in a slight drizzle. Ormston took the lead at the start followed by Johnson and Peeters. At 230 yards from home, Ormston started his sprint with Johnson. Entering the last stretch, Johnson made his bid and passed Ormston, the latter sitting up. Johnson continued on to the tape and won by a length and a half over Peeters.

The quarter-mile handicap for amateurs run the same day went to Oscar Guldager, Denmark, who had 10 yards. L. Cordery, England, 25 yards, was second, and F. H. Habberfield, England, 16 yards, was third. H. E. Ryan, England, scratch, ran fourth. Owen, Ryan, White and Oakes was the order of finish in the lap race, while L. F. Male, England, won a half-mile handicap from H. E. Fuller, England, and C. C. Berger, England.

England also scored in the 100-mile road championship, which was run on Thursday, August 3. D. Marsh, England, won in 5 hours, 7 minutes and 27 seconds. Second place went to W. T. Burkill, another English cyclist, who did the course in 5 hours, 8 minutes and 47 seconds. Still another English amateur, C. F. Davey, finished third, in 5 hours, 12 minutes and 54 seconds. G. Skold, Sweden, winner of the road title last year, was fourth in 5 hours, 13 minutes and 52 seconds. Others to finish and the order of finish follows:

Fifth, F. H. Dredge, England, 5 hours and 14 minutes; sixth, R. Marronier, France, 5:15:54; seventh, Eric Hansen, Denmark, 5:19:30; eighth, S. Lundberg, Sweden, 5:20:00; ninth, J. Maas, Holland, 5:22:00; tenth, R. Malm, Sweden, 5:26:00; eleventh, F. Coldboeuf, France, 5:29:00: Davey, who finished third last year, also finished third this year.

N. J. HAS TRIALS

WINNING four sprint races and taking second in the five-mile unpaced trial, Charles Winter, New York, won the championship of the Century Road Club of America, held June 30 and August 6 on the Bayonne course. He finished with a total of 23 points. Second place in the club championship went to Frank O'Shaughnessy. As Winter is at present under suspension by the A. B. L. his place in the A. B. L. finals will be taken by O'Shaughnessy, the others moving up a place, with Charles Sutter, an alternate, riding.

The final standing in the C. R. C. of A. titular series is as follows: Charles Winter, 23 points; Frank O'Shaughnessy, 12; Nathan Smith, 11; Al Everard, 4; Joe Rawlins, 3; Tom Flanagan, 2. The summaries of the races follow:

Quarter-mile Sprint—Won by Winter; second, O'Shaughnessy; third, Smith; fourth, Flanagan.

Third-mile Sprint—Won by Winter; second, Smith; third, O'Shaughnessy; fourth, Flanagan.

Half-mile Sprint—Won by Winter; second, Everard; third, O'Shaughnessy; fourth, Smith.

One-mile Sprint—Won by Winter; second, O'Shaughnessy; third, Rawlins; fourth, Everard.

Five-mile Unpaced—Won by Smith, 12:39 1-5; second, Winter, 12:41 4-5; third, O'Shaughnessy. 12:59 2-5; fourth, Rawlins.

OBSERVE THE LAW

A FACSIMILE of the tags that are being sent out with each bicycle by the Bicycle Manufacturers is reproduced below:

Observe the Law

"1—The Bicycle is a vehicle, and therefore entitled to the same rights and privileges on the highways enjoyed by horse-drawn vehicles or automobiles.

"2—Observe the laws governing the use of highways.

"3—Never ride on the wrong side of the road.

"4—Do not 'hitch on' to a vehicle.

"5—Equip your Bicycle with a bell or other warning device.

"6—Use lamps at night for your own protection.

"BICYCLE MANUFACTURERS ASSOCIATION"

EXCELSIOR MOTORCYCLES

Scenes in connection with 100-kilometer team race at the Newark Velodrome, Sunday, August 6. Upper left, coming down the back straight in a sprint; upper center, Goullet, "a la Palm Beach"; upper right, rounding the turn with 21 of 'em; lower right, Grenda leading on last few yards; lower center, Gabe Abieneste and Eddie Bedford, Sr., "officialling"; lower right, a bird's eye view of the field

CHAPMAN SCORES IN HOUR

Worcester, Mass.—With the band playing "Three Cheers for the Red, White and Blue," and the greatest crowd of the season according him a well-deserved "hand," George Chapman, American champion, breezed across the finish line a winner in the one-hour feature event at Worcester, Thursday night, August 10. His well-known rivals, Clarence Carman and Vincent Madonna, came home after him in the order named, Carman but three yards ahead of the Italian, quite a contrast to the six-lap lead Chapman had rolled up over the flashy pair of competitors.

The track record for the hour distance at Worcester is 45 5-7 miles, and Chapman covered 43 3-7 miles. Had he been hard-pressed, which he was not, chances are he would have chalked up a new mark for the track.

Madonna started off in the lead with Carman second and "Chappy" third. Thus they remained until after the 19th mile had been torn off, when the popular George spurted and passed the other American. Advancing gradually and then taking it easy in spells, he was just about set for the big challenge to Madonna when the latter unexpectedly lost his pace and soon was trailing not only Chapman but Carman as well. After that, the only big excitement left in the race consisted mainly of Madonna's efforts to finish second instead of third. He was making a bid that promises success when the gun announced that the hour was up.

Pat Logan, manager of the track and owner of the genial smile that ne'er is absent, even when breaks are toughest, had one of the few genuine occasions to wear a smile, rather than a grouch, that he has enjoyed all summer. Even though the night was far too cool for August, the fans were coming in early and kept coming until just before the start of the feature event. Postponements have been far too frequent at Worcester, and only the previous Monday night a fine card was prevented because of threatening weather conditions. Summary:

Four-Lap (4-7-Mile) Handicap, Amateur—Won by Albert Alto, 65 yards; second, Tom Logan, scratch; third, Ted Johnson, 85 yards; fourth, Ernest Durfane, 60 yards. Time, 1:09 1-5.

Four-Lap Handicap, Professional—Won by John Connolly, 110 yards; second, Hugh McPartland, 105 yards; third, Tom Connolly, 115 yards; fourth, Frank Drobach, 110 yards. Time, 1:03 1-5.

Three-Mile Open, Amateur—Won by Charlie Levine; second, Walter Greenquist; third, Tom Logan; fourth, William Magill. Time, 7:00 4-5.

Five-Mile Open, Professional—Won by Frank Cavanagh; second, Ralph Spiers; third, Archie MacDonald; fourth, Walter Rosenthal; fifth, James Cobert; sixth, Nelson MacKenzie. Time, 12:05 1-5.

One-Hour Motor-Paced Race—Won by Frank Chapman; second, Clarence Carman; third, Vincent Madonna. Ditsance, 43 3-7 miles.

GRENDA AND McNAMARA WIN

Phildelphia, Pa.—By winning nine sprints and finishing for points in eleven others, Alfred Grenda and Reggie McNamara won the 62½-mile grind before a big crowd of pop-eyed fans at the Point Breeze track Thursday, August 10, aggregating a total of 103 points.

Alfred Goullet and Eddie Madden came in for second place with 63 points; Alex McBeath and Cecil Walker, Australia, third, 58 points; Willie and Arthur Spencer, Newark, 41 points, fourth; Fred Hill and Bill Hanley, Boston-Frisco team, 35 points, fifth; David Lands and Tony Young, Newark, 26 points, sixth; Charles Jaeger and Charles Peircey, American-Australian team, 25 points, seventh; tie between Orlando Piani and Francisco Verri, Italy, and Hans Ohrt and Pierre Sergent, American-Franco team, with 21 points each, tenth; Bobby Walthour, Jr., and Cliff Papworth, American-Australian team, 18 points.

Time for the 62½ miles was 2 hours 22 minutes 41 4-5 seconds. The first 26¼ miles was clocked in an hour. The order of finish in each sprint follows:

1—Grenda, Eaton, A. Spencer, Hill.
2—W. Spencer, Walthour, Young, McNamara.
3—A. Spencer, McBeath, Goullet, Eaton.
4—C. Walker, Madden, Sergent, Walthour.
5—McBeath, Grenda, Hanley, Goullet.
6—McNamara, Hill, Lands, C. Walker.
7—Young, Grenda, Hanley, Bello.
8—W. Spencer, Sergent, Walthour, McNamara.
9—Goullet, Hanley, A. Spencer, Horan.
10—C. Walker, Sergent, Madden, Piani.
11—Young, Grenda, Verri, Bello.
12—McNamara, Hill, C. Walker, Piani.
13—Eaton, Goullet, Grenda, Young.
14—C. Walker, Thomas, Walthour, Hill.
15—Goullet, Grenda, Hanley, Sergent.
16—McNamara, Madden, Piani, Hill.
17—A. Spencer, Papworth, Goullet, Young.
18—McNamara, Hanley, Ohrt, Lands.
19—Grenda, Hill, Papworth, Goullet.
20—C. Walker, McNamara, Madden, Piani.
21—Grenda, Young, McBeath, Goullet.
22—Piani, Ohrt, C. Walker, Madden.
23—Grenda, Papworth, W. Spencer, Hill.
24—Bello, Hanley, C. Walker, Walthour.
25—Goullet, McBeath, Sergent, Grenda.
26—McNamara, C. Walker, Madden, Lands.
27—Thomas, Horan, Madden, Papworth.
28—Goullet, McNamara, Hanley, C. Walker.
29—A. Spencer, McBeath, Sergent, Young.
30—Piani, Ohrt, Grenda, C. Walker.
31—Jaeger, McNamara, Goullet, Hill.

REVENGE FOR GEORGE CHAPMAN

Revere, Mass.—George Chapman, American motor-paced champion, was the winner of the "Golden Wheel Revenge" race at 50 miles on Wednesday night, August 9. In winning the race, one of the most exciting held at the Revere track this year, Chapman made a new track record for the distance, the champion going the route in 1 hour, 8 minutes and 57 1-5 seconds. Vincent Madonna, Providence, was second; Clarence Carman, Long Island, third; Charles Verkeyn, Belgium, fourth, and George Wiley, New York, fifth. Summaries:

Three-Mile Handicap, Amateur—Won by Angelo Di Rosa, 90 yards; second, W. H. Robertson, 90 yards; third, Robert Lake, 50 yards; fourth, Harold Jones, 90 yards. Time, 36 2-5 seconds.

Miss-and-Out, Amateur—Won by Frank Hughes; second, Joe Reni; third, Robert Lake; fourth, Anthony Bernard. Time, 6:51 1-5. Distance, 3 miles.

Half-Mile Handicap, Professional—Won by Tim Sullivan, 90 yards; second, Hugh McPartland, 100 yards; third, Leo Maggoli, 85 yards; fourth, Tommy Grimm, 70 yards. Time, 57 2-5 seconds.

Five-Mile Open, Professional—Won by Ralph Spiers; second, Tommy Grimm; third John Gallo; fourth, J. B. Rollins. Time 11:43 4-5.

Frank Keenan, the pace follower from Revere, Mass.

RAIN SPOILS GOOD RACE

Providence, R. I.—Old Jupe Pluve spoiled one of the best races at the Cycledrome here this season tonight. The Golden Wheel went just 17 3-7 miles when there was a deluge, and the race was stopped. Clarence Carman was in the lead with Madonna in second place, Linart in third, Miquel in fourth and George Wiley, already three laps to the windward. The pace was so furious that Wiley seemed outclassed, while Linart had his work all mapped out for him. Madonna made a terrific try to pass Carman several times after he had got into second place from fourth on the pole. He made his expiring try on Carman in the 16th mile, Carman let out a little and remained in the lead until forced from the track by rain. During the evening a little sprinkle occurred and none of the men would go on until Carman tried it. Summaries:

Two-Mile Open, Amateur—Won by L. S. Harten; second, Romeo Goddu; third, Chick Meyer.

Ten-Lap Handicap (1 3-7 miles), Amateur—Won by William White; second, Alphonse Columbe; third, Roland Winsor; fourth, Raymond Warren. Time, 3:01 4-5.

Three-Mile Open, Professional, Class B—Won by Frank Depanni; second Thomas, Fitzsimmons; third, Humbert Norantonio; fourth, Michael De Orio. Time, 6:51 2-5.

Half-Mile Handicap, Professional—Won by Oswald Colonna; second, Eugene Montecalvo; third, G. Prococini; fourth, William Upton. Time, 57 3-5 seconds.

One-Mile Repeschage, Professional, Class A—Won by Alfred Goullet; second, Alfred Grenda; third, Reggie McNamara; fourth, Francisco Verri; fifth, Ray Eaton; sixth, Harry Kaiser. Time, 1:56 4-5.

Five-Mile Open, Professional— Won by Alfred Goullet; second; Willie Hanley; third, Alfred Grenda; fourth, Cecil Walker; fifth, Reggie McNamara; sixth, Eddie Madden; seventh, Willie Kellar. Time, 11:10 4-5.

Two-Mile Invitation, Professional—Won by Alex McBeath; second, Cecil Walker; third, Harry Kaiser; fourth, Willie Kellar. Time, 4:18 4-5.

Golden Wheel Race—Won by Clarence Carman, New York; second, Vincent Madonna, Providence; third, Victor Linart, Belgium; fourth, George Wiley, Syracuse; fifth, Lucien Miquel, Paris. Distance, 17 3-7 miles.

CHAPMAN OUTRIDES MADONNA

New Bedford, Mass.—American Paced Champion George Chapman defeated Vincent Madonna, the Providence rider, in two straight heats of a match race at the Cycledrome on Monday night, August 7. The heats were run pursuit style and the first heat went three miles and the second slightly more than four miles. Manuel Nunes, the local rider, made his debut in a five-mile paced race against Luigi Marcella and Archie Villa, Marcella getting second to Nunes, who put up a very creditable performance. The time was 7:56 2-5. Albert Crossley, Leonard Harten and Frank Hughes met in a match race, and Crossley took the first and third heats, Harten taking the second. Summaries:

Three-Lap (3-7-Mile) Handicap, Amateur—Won by Chester Formica, 90 yards; second; Charles Cavanaugh, 80 yards; third, Dan Pischione, 25 yards; fourth, William White, 30 yards. Time, 47 4-5 seconds.

Unknown Distance Race, Amateur—Won by Frank Hughes; second, Romeo Goddu; third, Leonard Harten; fourth, Chick Meyers. Time, 5:30 2-5. Distance, 2 2-7 miles

Two-Lap (2-7-Mile) Handicap, Professional—Won by A. Patalona, 55 yards; second; Oswald Colonna, 45 yards; third, G. Prococini, 40 yards; fourth, Rudolph Blomstrom, 35 yards. Time, 32 2-5 seconds.

Three-Mile Open, Professional—Won by Luigi Marcella; second, Tommy Fitzsimmons; third, Humbert Norantonio; fourth, Frank Depanni. Time, 6:48.

CAVANAGH TRIMS THE STARS

New Bedford, Mass.—Frank Cavanagh, the New England sprint champion, defeated Willie Spencer and Ray Eaton, the two contenders for the 1922 pro. sprint championship, at the Cycledrome here on Monday, August 14. Cavanagh won the first heat from Spencer and Eaton. Spencer won the second from Eaton with Cavanagh third, while Cavanagh came back and won the third with Spencer second.

Lambot Wins Strenuous Road Race

FIRMIN LAMBOT, the Belgian, had a lead of 41 minutes and 15 seconds on the second man, Jean Alavoine, of France, when the cyclists finished the strenuous Tour of France at the Velodrome Parc des Princes near Paris on Sunday, July 23. Lambot's time was 222 hours, 8 minutes and 6 seconds, while Alavoine was timed in 222 hours, 49 minutes and 21 seconds. Felix Sellier, Belgium, was third in 222:50:08. The next seven were: Hector Heusghem, 222:52:02; Victor Lenaers, Belgium, 222:53:38; Hector Tiberghien, Belgium, 223:29:41; Leon Despontin, Belgium, 224:32:35; Jean Rossius, Belgium, 225:33:12; Eugene Christophe, France, 225:33:38, and Frederick Gay, Italy, 226:15:05.

The final stage was of 214.3 miles and was from Dunkirk to Paris. Phillip Thys, Belgium, who finished 13th in the general clasing, won in 14 hours, 36 minutes and 57 seconds. Rossius, Sellier, Toberghien, Alancourt, Degy, Masson, Lenaers, Alavoine and Christophe finished as named.

Out of the 15 stages of the race Robert Jacquinot won two; Romain Bellenger, one; Phillip Thys, five; Jean Alavoine, three; Emil Masson, two; Frederick Gay and Felix Sellier, one each. Lambot won over 12,300 francs during the running of the race. The total distance was 3,340 miles. The result of the race and the first four stages were published in the issue of July 27.

Jean Alavoine, France, won the fifth stage from Les Sables-D'Olonne to Bayonne, July 3, a distance of 299 1/2 miles. His time was 19 hours, 27 minutes and 45 seconds. Victor Lenaers, H. Heusghem, Phillip Thys, Firmin Lambot Belgium; and Eugene Dhers, France, Hector Tiberghien, Jean Rossius and Emil Masson finished back of the winner in that order. Eugene Christophe finished 15th.

After the fifth stage the general standing for the first ten was as follows:

Pos. *Rider*	*Time*
1—Eugene Christophe	82:57:32
2—Phillip Thys	83:05:37
3--Felix Sellier	83:32:01
4—H. Heusghem	83:41:18
5—Firmin Lambot	83:46:27
6—Jean Rossius	83:47:16
7—Leon Despontin	83:52:07
8—Victor Lenaers	83:57:54
9—Jean Alavoine	84:03:13
10—Hector Tiberghien	84:04:49

Jean Alavoine, France, second in Tour of France

Jean Alavoine, France, won the sixth stage from Bayonne to Luchon, 202½ miles, July 5. The next nine were as follows: Victor Lenaers, Belgium; Firmin Lambot, Belgium; Eugene Christophe, France; H. Heusghem, Belgium; Leon Despontin, Belgium; Joe Marchand, Belgium; Frederick Gay, Italy; Honore Barthelemy, France, and Hector Tiberghien, Belgium. After the sixth stage the standing of the first ten follows:

	Time
1—Eugene Christophe	98:04:45
2—Jean Alavoine	98:31:57
3—Victor Lenaers	98:43:39
4—Firmin Lambot	98:46:16
5—Hector Heusghem	98:54:20
6—Leon Despontin	99:09:12
7—Frederick Gay	99:36:46
8—Hector Tiberghien	99:38:38
9—Felix Sellier	99:40:34
10—Jean Rossius	99:51:36

The seventh stage, July 7, carried the cyclists from Luchon to Perpignan, 225.3 miles. Jean Alavoine again winning in 12 hours, 5 minutes and 43 seconds. Tiberghien, Lambot, Masson, H. Heusghem, Sellier, Phillip Thys, Despontin, J. Muller, France, and Lenaers, followed in order. After that stage the standing of the ten leaders follow:

	Hrs.	Min.	Sec.
1—Jean Alavoine	110	37	40
2—Firmin Lambot	110	51	59
3—Eugene Christophe	110	57	7
4—H. Heusghem	111	1	57
5—Victor Lenaers	111	5	1
6—Leon Despontin	111	19	7
7—Hector Tiberghien	111	44	21
8—Felix Sellier	111	48	11
9—Frederick Gay	112	27	55
10—Jean Rossius	112	45	13

Phillip Thys accounted for the eighth stage on July 9, the route being from Perpignan to Toulon, 200.7 miles. He was timed in 15 hours, 47 minutes and 18 seconds. Felix Sellier, Lenaers, Alavoine, Masson, Lambot, Christophe, Despontin, Tiberghien and Pelletier finished as named back of the winner. The total time following the eighth stage follows:

	Time
1—Jean Alavoine	126:24:58
2—Firmin Lambot	126:39:17
3—Eugene Christophe	126:44:32
4—Hector Heusghem	126:49:38
5—Victor Lenaers	126:52:19
6—Leon Despontin	127:06:25
7—Hector Tiberghien	127:31:39
8—Felix Sellier	127:35:29
9—Frederick Gay	128:22:37
10—Jean Rossius	128:49:48

The ninth stage on July 11, 174.6 miles from Toulon to Nice, was won by Phillip Thys in 11 hours, 40 minutes and 12 seconds. The next nine were Alavoine, Lambot, Masson, Jules Nempon, Alancourt, Lenaers, Santhia, Sellier and Marchand. The standing following the July 11 stage was:

	Time
1—Jean Alavoine	138:05:10
2—Firmin Lambot	138:24:11
3—Victor Lenaers	138:41:53
4—Eugene Christophe	138:46:40
5—Hector Heusghem	138:54:30
6—Leon Despontin	139:16:23
7—Hector Tiberghien	139:33:54
8—Felix Sellier	139:36:03
9—Phillip Thys	140:40:05
10—Jean Rossius	140:51:03

The tenth stage of the race was from Nice to Briancon, 170.2 miles, the date being July 13. Phillip Thys again won, his time being 12 hours, 50 minutes and 7 seconds. Sellier, H. Heusghem, Alavoine, Beekman, Lenaers, Lambot, Christophe, Alancourt and Masson was the order of the next nine. The standing following the tenth stage:

	Time
1—Jean Alavoine	150:55:49
2—Firmin Lambot	151:18:07
3—Victor Lenaers	151:35:23
4—Eugene Christophe	151:42:16
5—Hector Heusghem	151:44:52
6—Felix Sellier	152:26:36
7—Leon Despontin	152:30:50
8—Hector Tiberghien	153:15:09
9—Phillip Thys	153:30:12
10—Frederick Gay	153:56:19

On July 15 the riders went from Briancon to Geneva, Switzerland, for the eleventh stage, which measured 161.5 miles. Emile Masson won from Tiberghien, Heusghem, Sellier, Lambot, Gay, Pelletier, Beekman, Nempon and Degy. The time was 10 hours, 49 minutes and 14 seconds. The standing following the eleventh stage:

	Time
1—Jean Alavoine	162:23:04
2—Firmin Lambot	162:29:57
3—Hector Heusghem	162:38:53
4—Victor Lenaers	163:21:52
5—Felix Sellier	163:28:35
6—Hector Tiberghien	164:04:23
7—Leon Despontin	164:23:17
8—Frederick Gay	165:11:06
9—Phillip Thys	165:38:40
10—Eugene Christophe	165:38:40

The next stage, the twelfth, was run on July 17 and the route was from Geneva to Strasburg, 230½ miles. Emile Masson won and covered the distance in 15 hours, 15 minutes and 43 seconds. The next nine were: Muller, Rossius, Heusghem, Despontin, Sellier, Gay, Alan-

Cyclists in the Tour of France climbing the horseshoe curve on the Nice to Briancon route. Some climb!

court, Tiberghien and Degy, and the standing after that stage was as follows:

	Time
1—Hector Heusghem	178:05:22
2—Firmin Lambot	178:08:35
3—Jean Alavoine	178:15:46
4—Victor Lenaers	179:00:30
5—Felix Sellier	179:03:28
6—Hector Tiberghien	179:43:01
7—Leon Despontin	179:50:17
8—Frederick Gay	180:46:39
9—Emil Masson	181:31:02
10—Eugene Christophe	181:40:37

On July 19 the thirteenth stage was run between Strasburg and Metz, a distance of 186.4 miles. Frederick Gay, the Italian, won in 12 hours, 2 minutes and 34 seconds, beating Rossius, Thys, Tiberghien, Pelletier, Heusghem, Masson, Sellier, Lenaers and Despontin in that order. The standing after arrival at Metz was as follows:

	Time
1—Hector Heusghem	190:07:56
2—Firmin Lambot	190:15:54
3—Jean Alavoine	190:49:10
4—Victor Lenaers	191:03:04
5—Felix Sellier	191:06:02
6—Hector Tiberghien	191:45:35
7—Leon Despontin	191:52:51
8—Frederick Gay	193:04:23
9—Jean Rossius	193:42:38
10—Eugene Christophe	193:43:12

The fourteenth stage, next to the last one, carried the riders from Metz to Dunkirk, a distance of 268.4 miles. Felix Sellier won in 17 hours, 7 minutes and 9 seconds, beating Tiberghien, Heusghem, Rossius, Lenaers, Lambot, Christophe, Beekman, Alavoine and Santhia in that order. The standing follows:

	Time
1—Firmin Lambot	207:29:31
2—Jean Alavoine	208:12:24
3—Felix Sellier	208:13:11
4—Hector Heusghem	208:15:05
5—Victor Lenaers	208:16:41
6—Hector Tiberghien	208:52:44
7—Leon Despontin	209:55:38
8—Eugene Christophe	210:56:48
9—Jean Rossius	210:57:15
10—Gaston Degy	211:20:22

NEW JERSEY A. B. L. TRIALS

CARL HAMBACHER, of the Bay View Wheelmen, of Newark, N. J., and Henry Skarbek, of the same club, won the Amateur Bicycle League of America trials held at Bayonne, N. J., Sunday, August 13. Hambacher won the final heats of the quarter-mile and third mile. Skarbek took the mile.

Hambacher in the quarter-mile race defeated C. Miller, North Hudson Wheelmen; Bob Benwell, Bay View Wheelmen, and F. O'Shaughnessy, Century Road Club of America. Hambacher defeated Skarbek, Benwell and C. Reisen, North Hudson Wheelmen, in the third-mile final. Skarbek won the mile from Benwell, G. Menzer and C. Miller, both N. H. W., in 3:11.

Joe Luby, of Newark, accounted for the quarter-mile Junior race from Milton Bernstein, Newark; Harry Brodofsky, C. R. C. of A., and Charles D. Jones, Jersey City Wheelmen. The time was 30 3/5 seconds. Brodofsky won the mile unpaced for the same class by doing 2:29 4/5. Jones was second with 2:35 and Bernstein third with 2:38 1/5. Others to finish were Morris Cordova, C. R. C. of A., 2:39 4/5; Jos Luby, 2:43 1/5; Edward Osterhuber, Newark, 2:43 3/5; Charles Oddo, C. R. C. of A., 2:44 4/5, and Sol Locasio, C. R. C. of A., 2:55.

FORM NEW BICYCLE CLUBS

BICYCLE riders in DeKalb, Ill., are all enthused over the forming of a new club. P. S. Corey, of P. S. Corey & Son, is one of the prime movers in the club.

Riders in Fostoria, Ohio, have formed a club, and have already staged two or three affairs. F. A. Copley, of the Bike Shop, helped the lads get together.

VETERAN WHEELMAN IS DEAD

Paul J. Damm, a member of the Veterans' Wheelmen Association, died Monday, August 14, at the New Rochelle Hospital from injuries received when he was hit by an automobile. Funeral was from his late home at 1156 Forest avenue, Bronx, Wednesday, August 16.

ROCHESTER A. B. L. TRIALS

HERB DEY, Rochester, N. Y., cycle sprint champion, took premier honors in the first of the Amateur Bicycle League of America's district elimination races at Dewer Avenue Driving Park, Sunday, August 6, by capturing four events. Dey totaled 20 points and assured himself of competing in the State championships at Brooklyn. Twenty-one riders competed in the various events.

One of the features of the day was an unpaced half-mile by George H. Clune, president of the Rochester Athletic Club. After watching the various events on the program he grabbed a bicycle and rode it around in fast time, giving the youngsters plenty of chance for comment.

Dey had plenty of competition in winning, just nosing out Elmer Walters and Ray Bradley in two races. Walters scored nine points and Bradley eight. Stanley Nelson totaled six points in the four events and Edward Rizzo and Frank Embrey one each. Allen Hanlon took three firsts and totaled 15 points in the Junior events and Paul Lawrence scored 12. Summaries:

Half-Mile, Senior—First, Dey; second, Nelson; third, Halter's; fourth, Bradley. Time, 1:11 2-5.

Half-Mile, Junior—First, Hanlon; second, Lawrence. Time, 1:36.

Quarter-Mile, Senior—First, Dey; second, Walters; third, Nelson; fourth, Bradley. Time, 37 1-5 seconds.

Quarter-Mile, Junior—First, Hanlon; second, Lawrence. Time, 39 seconds.

One-Third-Mile, Senior—First, Dey; second, Bradley; third, Walters; fourth, Embrey. Time, 47 3-5 sconds.

One-Third-Mile, Junior—First, Hanlon; second, Lawrence. Time, 1:01.

One-Mile, Senior—First, Dey; second, Bradley; third, Walters; fourth, Rizzo. Time, 2:34 1-5.

High Wheel Race—Won by Hill of Genesee Sporting Club; second, Stanley Nelson of Rochester Bicycle Club. Time, 59 seconds.

Special Race—Won by Edward Carroll, Jr.

Half-Mile Dealers' Race—First, Ed. Vogt; second, E. Mielke; third, F. B. Towner, fourth, J. Laurer. Time, 1:26.

Official—Referee, Edward Stauder; judges, Harry Bareham, William S. Riley, George W. Clune; A. B. L. of A. representative, Edward Carroll; clerk of course, Joseph E. Kramer; starter, F. B. Towner; timer, Howard Baker; checkers, Charles Lippincott, Edward Vogt, Archie Doran, Frank Doran.

E. C. W. HOLD TEAM RACE

Brooklyn, N. Y.—On Sunday morning, August 13, the Empire City Wheelmen conducted a 20-mile team race on the Ocean Parkway course. Twelve teams started. Sprints were held every two miles, making a total of ten sprints with points scoring on a basis of 5 for first, 3 for second, 2 for third, and 1 for fourth. The teams being made up of a Class A and Class B rider enabled both classes to compete against one another, all Class A men being required to sprint among themselves, while the Class B men did likewise.

B. W. King proved best in the sprints and took down individual honors, he scoring four firsts for his team. The surprise of the day was the riding of Walter Heichel, a 15-year-old youngster, riding in the Class B crowd. He scored two firsts, a second and a third, which enabled his team to get a third place. The first sprint, after much jockeying for position, went to B. W. King. The second sprint found W. Heichel leading the field. King again rode home a winner in the third sprint after a very close ride. The fourth sprint went to John Olofson in a driving finish. The fifth sprint was again captured by King. The sixth sprint went to Olofson. The seventh sprint, after many tries, went to George Hess. Olofson showed his mount to the front in the eighth. The ninth sprint went to King, while the tenth sprint went to Walter Heichel in a hard fought finish. The team composed of B. W. King and A. Bangel were declared the winners, with a score of 25 points. Second place went to R. A. Rom and John Olofson with a total of 23 points. Third place was captured by Walter Heichel and Vic Orrstead, scoring 15 points. Point scores below is the way they finished.

The order of finish in each of the sprints follows:

Two Miles—B. W. King, V. Haarstick, W. Wherry, W. Henry.

Four Miles—W. Heichel, A. Wright, A. Bangel, J. Olofson.

Six Miles—B. W. King, R. A. Rom, V. Haarstick.

Eighth Mile—J. Olofson, W. Heichel, W. Anderson, William Napier.

Ten Miles—B. W. King, W. Henky, V. Haarstick, W. Wherry.

Twelve Miles—J. Olofson, W. Heichel, W. Anderson.

Fourteen Miles—W. Hess, V. Haarstick.

Sixteen Miles—J. Olofson, A. Bangel, A. Wright.

Eighteen Miles—B. W. King, W. Henky, V. Haarstick, R. A. Rom.

Twenty Miles—W. Heichel, I. Scott, J. Olofson.

U. S. I. RESUMES CLUB RACES

New York City—After three weeks' layoff due to running of trials for the Amateur Bicycle League of America championship the Unione Sportiva Italiana weekly races were held on the Grand Concourse, Sunday, August 13. An eight-mile "cork" race and one-mile sprints for Class B and Class B Jr. riders were the races contested.

In the "cork" race L. Broglio was able to keep away from the rest of the field with the aid of his three-minute handicap, and he captured first prize. He was followed over the line by O. DeCresenzo, who started from the 2:45 mark, and J. Toker, Gallagher and Jack Visco in that order. Jack Visco was the only one of the back markers to show in the place prizes.

The scratch men were able to make the fastest time, but did not work hard enough to get any place prizes. About a third of a mile from the finish John Becker, Bronx member, jumped away from Volpe and "Spots" Eisele, the other scratch men, and won first time prize easily, Eisele finishing second and Volpe third.

The Class B sprint at one mile was an easy race for Joe Toker, who is a new member, and rides about 20 miles from Brooklyn to compete in the races. He was followed by J. Stabile, Jack Visco and John Haggerty in that order.

The Class B Jr. sprint was an easy victory for James Gallagher. P. Broglio was second, O. DeCresenzo third, and J. Quarello fourth.

The time and order of finish for the "cork" race follows:

1	L. Broglio	3:00	22:25
2	O. DeCresenzo	2:45	22:40 1-5
3	J. Toker	2:00	21:55 2-5
4	J. Gallagher	1:15	21:10 3-5
5	Jack Visco	1:00	20:56
	Fast Time		
1	John Becker	Scr.	19:55
2	"Spots" Eisele	Scr.	19:56
3	Tom Volpe	Scr.	19:56 1-5

YORK DEALERS CELEBRATE

York, Pa.—Fifty-five attended the outing of the York Bicycle Dealers' Association held at the Picketts, at the cottage known as the "White Rose Cycle Club." The day was spent in bathing, canoeing and other amusements. The outing was an honor prize given by the Cycle Trades of America, 35 Warren street, New York City, who put up a prize for any city or town having the largest showing during Bicycle week over the whole U. S. A., which took place the week of April 29 to May 6, the York dealers won and at the picnic received the reward. The party of picnickers was made up of the dealers and their families and employes and a few invited friends, among whom were Dr. and Mrs. F. A. Hoodner, who were the guests of Mr. and Mrs. J. P. Wolf. Mr. Wolf is president of the association.

BRONX COUNTY WHEELMEN RACE

New York City—The results of the Bronx County Wheelmen's races held over the Grand Concourse in the Bronx Sunday, August 13, with 20 starters, follows:

Eight and a Half-Mile Point Race—Won by Eugene Aickelin, scratch; second, Fred Osterhammel, scratch; third, Al. Gunther, 2:45; fourth, H. Talg, 1:30; fifth, J. Voordeckers, 1:00. Time from scratch, 20:45.

Three-Mile Class B Handicap—Won by J. Voordeckers, 45 seconds; second, H. Kuykendall, 30 seconds; third, H. Talg, scratch; fourth, Al. Gunther, 15 seconds.

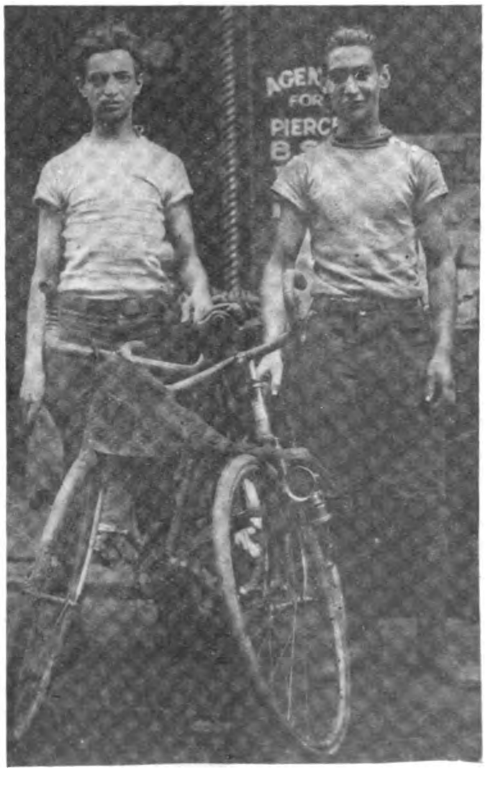
There will be no races next Sunday, as on that day the club will go in a body to cheer on William Stokes and Fred Osterhammel who have qualified for the finals of the district championships of the Amateur Bicycle League of America on the Ocean Boulevard, Brooklyn.

HOLD A PLEASURE RUN

New York City—Sunday, August 13, the New York Division of the Century Road Club Association held a pleasure run to the City Reservoir, above Talhalla, N. Y. Fifteen members started from Columbus Circle at 9 a. m., going via Broadway and Riverside Drive to Yonkers. They continued via Broadway to Hastings, where they stopped for ice cream and drink. After a short rest, they resumed their journey via Broadway, the Saw Mill River Road, White Plains Road and the Kensico Road.

AFTER WAGNER'S NEW MARK

San Francisco, Cal.—Roy McMurtry, of Indiana, left San Francisco August 1 for New York in an attempt to lower the record recently hung up by C. Wagner. McMurty is a native of the same State as Wagner hails from, Indiana, and has had considerable experience in bicycle riding. While McMurtry has only one arm, this does not seem to interfere with his cycling, as he made the distance from Indiana to San Francisco in twenty days. He is confident that he can lower Wagner's record.



Two New Yorkers who cycled to Virginia. Left, Ralph Richland; right, Lew Goodman

ACME'S HOLD WEEKLY RACES

New lork City—The Acme Wheelmen held their weekly club races Sunday, August 13, over the Mosholu Parkway course. The events contested were the Class B sprint races final heats, at half and quarter-mile, and the ten-mile handicap open to all classes.

James Seawell, who has come to the front in the Class B riders in the last few weeks, accounted for both races and is now tied with Andy Geiss for first place in the series. As the final races were held it will require a match race to decide the winner of the series, both riders having 28 points to their credit. William Schliesman finished third, scoring 17 points.

The handicap race had 14 starters, the field being small due to the threatening weather. Out of the field of starters only five men survived the pace set by the leaders. Robert McConaghy starring in his first race made a good showing; riding from the 2 min. mark he set a steady pace and soon overhauled the limit men; in the final dash to the tape he won by a length from Howard Hoffman, who also started from the same mark. Hugo Schliesman starting from scratch led home the back markers and secured third place, beating James Seawell and his brother Theodore. Summaries:

Class B Half-Mile Sprint—Won by James Seawell; second, William Schliesman; third, Art Lane; fourth, Louis Koch.

Quarter-Mile Class B Sprint—Won by James Seawell; second, Art Lane; third, Salv Grasso; fourth, Wm. Schliesman.

Ten-Mile Handicap Race.

Pos.	Rider.	Hdcp.	Time.
1	Rob McConaghy.......	2:00	28:26
2	Howard Hoffman.......	2:00	28:26 1-5
3	Hugo Schliesman......	Scr.	27:55
4	James Seawell.........	Scr.	27:55 1-5
5	Theo. Schliesman......	Scr.	29:12

TAKE TRIP TO VIRGINIA

New York City—Lew Goodman and Ralph Richland, members of the Division Cycle Club, took a trip to Virginia and back on their bicycles. They left on August 6, and their first stop was at Philadelphia. Tire trouble caused a stop en route, and after patching they landed in the Quaker City, where they met some Quaker City Cycling Association members and were taken to their clubhouse.

Next morning at seven sharp they left for Baltimore via the Baltimore Pike, which was full of steep hills. Eleven miles from Baltimore Goodman cut his tire and had to ride into the city on a flat tire. A new tire was bought in Baltimore and that night they stopped in the city. Washngton was the next point, and the start was made at 7 a.m. with a volunteer guide from Baltimore showing the way, arriving at 10 a.m. Leaving their wheels at J. G. Flatow's store they went around and visited the capital and spent the night at the Y. M. C. A.

The following morning they started for Alexandria, Va., and Arlington Cemetery, returning at about 2 p.m. to Washington, August 10 they started at 8:30 a.m. for Havre de Grace, Md. From there they rode to Perryville and stopped there for the night. Funds were getting low and New York a long way away, but they made it with the bank roll badly depleted.

ANOTHER CROSS-COUNTRY TRIP

San Francisco, Cal.—Karl Shultz, 17-year-old youth of Spring Valley, N. Y., is resting in San Francisco from a trans-continental bicycle ride of 4,000 miles. He has many stories to tell of his adventures enroute. It was adventure he sought in starting out and he seems to have found it, under various guises. Schultz had the "blind luck" of those who rush in without realizing the dangers they face. He did not know, for instance, of the treacherous sands and the alkali-water holes of the Painted Desert of Arizona. Not carrying sufficient water with him to cover the distance between sweet water holes, he became stranded in the middle of the desert and, with swollen tongue and parched throat, he forced his wheel through the heavy sand, till he fell exhausted. A Navajo Indian played the good Samaritan and brought him water.

Schultz left New York City on April 13 for Los Angeles, where he arrived on June 27, delivered his letter and made a very leasurely trip to San Francisco. He is thinking of starting on his return trip some time in August. He came west via the Lincoln Highway, the Columbia trail, and the National Old trail, intersected the Santa Fe route and traversed it through New Mexico.

BICYCLE RACES AT BUFFALO

Buffalo, N. Y.—E. T. Rasinski and M. Mozolf won the bicycle races staged at Erie Beach recently. Rasinski beat A. E. Wahl, Carl Smith and A. M. Krushel in the five-mile in 13:39 3-5. In the mile handicap Mozolf won from 90 yards. C. M. Hann, 75 yards, was second; A. E. Wahl, 35 yards, third, and F. J. O'Connor, 120 yards, fourth. The time was 2:17.

QUESTION BOX

The Question Box is open to every one. If you have a question pertaining to either the bicycle or motorcycle we will endeavor to answer it. Address your questions to Question Box, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

Fuel Pipe Stoppage

(1)—I have a 1922 Indian Chief which at intervals acts peculiarly. When going at 30 or 40 miles per hour the motor will suddenly stop dead without apparent cause, for when I kick it off again, it goes on as good as ever. This does not happen regularly, only once in a while. Please tell me the remedy.

Philadelphia, Pa. Isaiah Durham.

Answer

(1)—This looks like stoppage of the gasoline pipe. Take it off and see that there is no dirt in it. If this will not cure the trouble, get a new gasoline pipe from your dealer.

It may be that you are not using the right oil. Mobile oil B, Sinclair Motorcycle Aero, or Valvoline Heavy are recommended for the Indian Chief.

Speed Queries

(1)—What is the best record made on a motorcycle and who made it?

(2)—Did Ralph Hepburn make the best record with an Indian or a Harley-Davidson this season?

(3)—Who are the makers of the fastest motorcycle?

Larksville, Pa. J. Vunchak.

Answer

(1)—If you mean the greatest speed regardless of distance, the answer is 115¾ miles per hour over a kilometre (about ⅝ of a mile), ridden by Gene Walker on an Indian.

(2)—For the 300 mile race, the time made by Hepburn in 1921 on a Harley-Davidson was better than that made by Hepburn in the Wichita 300-mile race this year. As to other distances, write to Chairman A. B. Coffman, 326 West Madison Street, Chicago, Ill.

(3)—Considering Gene Walker's figures for the kilometre as answering your first question, the Hendee Manufacturing Company, Springfield, Mass., are the makers.

Alloy Pistons

(1)—I have a 1917 twin which I think could use alloy pistons, but as the machine is idle for long periods at a time, I am in doubt if the pistons would oxydize or tarnish and give me trouble.

(2)—Will alloy pistons give more power and speed?

(3)—The motor seems hard to take high gear, but after I get it into high, it runs fine. What is the cause?

(4)—Would an auxiliary air valve like those used on automobiles be harmful on my machine?

(5)—Where can I get a gas tank gauge?

(6)—How long would a single dry cell burn a 2.8 volt lamp, and how long would two cells in series burn the same lamp?

Columbia, S. C. "Subscriber."

Answer

(1)—You will have no trouble from oxydizing or tarnish.

(2)—If the motor is in fine condition and properly balanced for the alloy pistons, you should get a little more speed and power.

(3)—You may not have enough oil in your three-speed gear, or the clutch may drag, or the gear-shifter bushings may be worn. Look for all these troubles.

(4)—You can fit an auxiliary air-valve without harm to your motor.

(5)—Try the Motorcycle Parts Mfg. Co., 2030 Wabash Avenue, Chicago, Ill.

(6)—Only a few hours for the single cell and enough for a night's ride (dark to dawn) for the two cells is about all you can expect.

Leominster to Elmira

(1)—Please give me the best route from Leominster, Mass., to Elmira, N. Y.

(2)—Is the Mohawk Trail route through Fitchburg all right?

North Leominster, Mass. F. Bartolomeo.

Answer

(1)—Go to Fitchburg, then over the Mohawk Trail route, Westminster, Gardner, Athol, Millers Falls, Greenfield (50 miles from Fitchburg). Ask in Greenfield for best route to Shelburne Falls, then through Charlemont, and over the mountain to Whitcomb Summit and down into North Adams, about 38 miles from Greenfield. Go on to North Adams, Adams, Pittsfield, New Lebanon, West Lebanon, East Nassau, Sand Lake, Wynantskill and Troy (N. Y.), 60 miles from North Adams.

Go to Albany, Delmar, Berne, West Berne, Gallupville, Central Bridge, Cobleskill, Richmondville, Worcester, Oneonta, Otego, Wells Bridge, Unadilla, Bainbridge, Afton, Harpersville, and Binghamton, 185 miles from Troy. From Binghamton go to Endicott, Union, Oswego, Waverly and Lowman to Elmira, 60 miles.

CHIEF WORK OF MAN

"To get an idea from your own head into other heads," says Judge Gary, "is the chief work of man."—New York American.

IS HE SHY?

It is said that the only Chinese racing motorist is Jim Chy, a resident of Canton.

FAT SPARKS

By Hy Tension

Contributions to this column will be welcomed. If you think you have a spark that is hot enough to ignite the gas, send it along. Address contributions to Fat Spark Column, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

Gas Hog

"What became of the miss in your motor?"

"Guess the accelerator."

One More Shot and We'll Lay Off of 'Em

Some promoters are still loath to spend a little dust to lay the dust.

Einstein Measurements

Biggs, cross-country motorcyclist, was doing his stuff when he came to a stream.

"Is it deep," he asked a kid playing on the bank.

"No, sir," was the youngster's reply. So Biggs started across, but before gaining the other side he had to get off and drag his mount through water up to his shoulders.

"You brat," he shouted from the other bank. "Thought you said it wasn't deep?"

"It ain't," answered the "brat." "It only comes up to the middles of our ducks!"

American Ingenuity

A friend of ours makes good pin money going around and picking up hair pins out of night-riding sidecars and then selling them to the 5 and 10 cent stores.

Monkeying with Speed

"My little single-two-stroke goes 75 miles an hour!"

"Go on, how do you get that way?"

"I grafted some Henderson glands on her. That's how!"

Capistrano Caprices

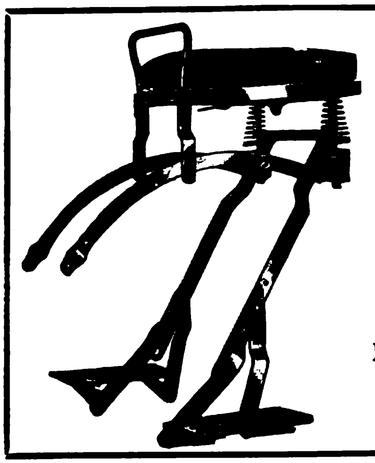
Every writer that covered the Capistrano Climb had the same pun on Clymer's name. We always strive to be different in this column.

Floyd advertises Denver on the Pacific Coast. In the east the job is left to that happy combination of scrambled cackleberries, minced ham and onions between two slices of bread. Put them all together, they spell D-E-N-V-E-R.

And it's too bad that Perkin's machine was a "dud" that day. But, watch him next year! We wanted to see Hep burn the hill, but he didn't.

Famous Namesakes

Leslie M. Lincoln
Napoleon Lee
Franklin Scott
Harry Jackson



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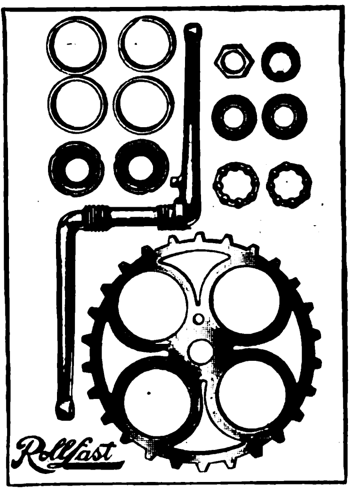

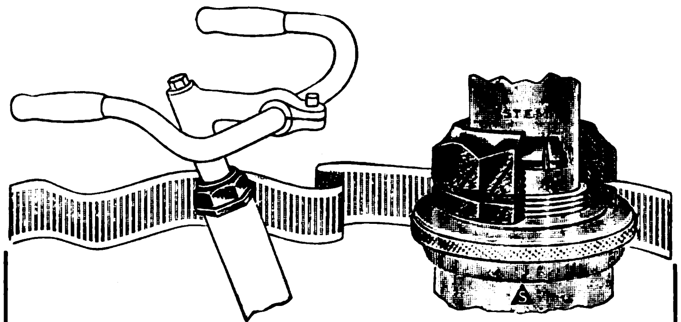

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FOR SALE—The largest stock of motorcycle parts in the world is at your disposal via Uncle Sam's mail. Orders filled same day as received or money refunded. Parts for Excelsior, Henderson, H. D.; Indian can be supplied both new and used. We also have a large stock of all old parts both new and used for the Yale, Thor, Jefferson, Pope, Eagle, M.M., Arrow, De Luxe, and Dayton. If you are unable to give catalog number and name of part, better send in old one to avoid mistakes. Quotations cheerfully made. A cash deposit sufficient to cover transportation charges both ways must accompany all orders. Two and three speeds, cylinders, crank cases, frames, clutches, speedometers, and lighting equipment, both new and used, at a big saving. If you have anything to sell, give us complete description and lowest price in first letter. Motors, magnetos, and carburetors overhauled right by the best mechanics in the shortest period. All work guaranteed. Address all communications to MOTORCYCLE PARTS MFG. CO., 2030-36 WABASH AVE., CHICAGO, ILL. T.F

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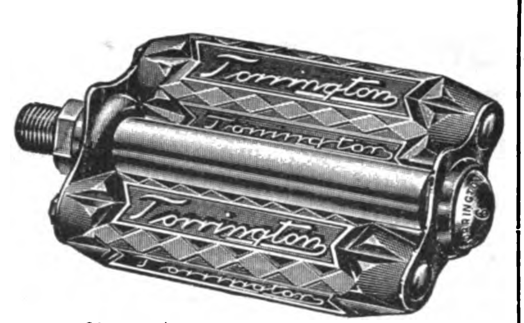

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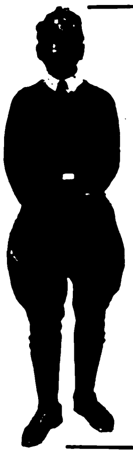

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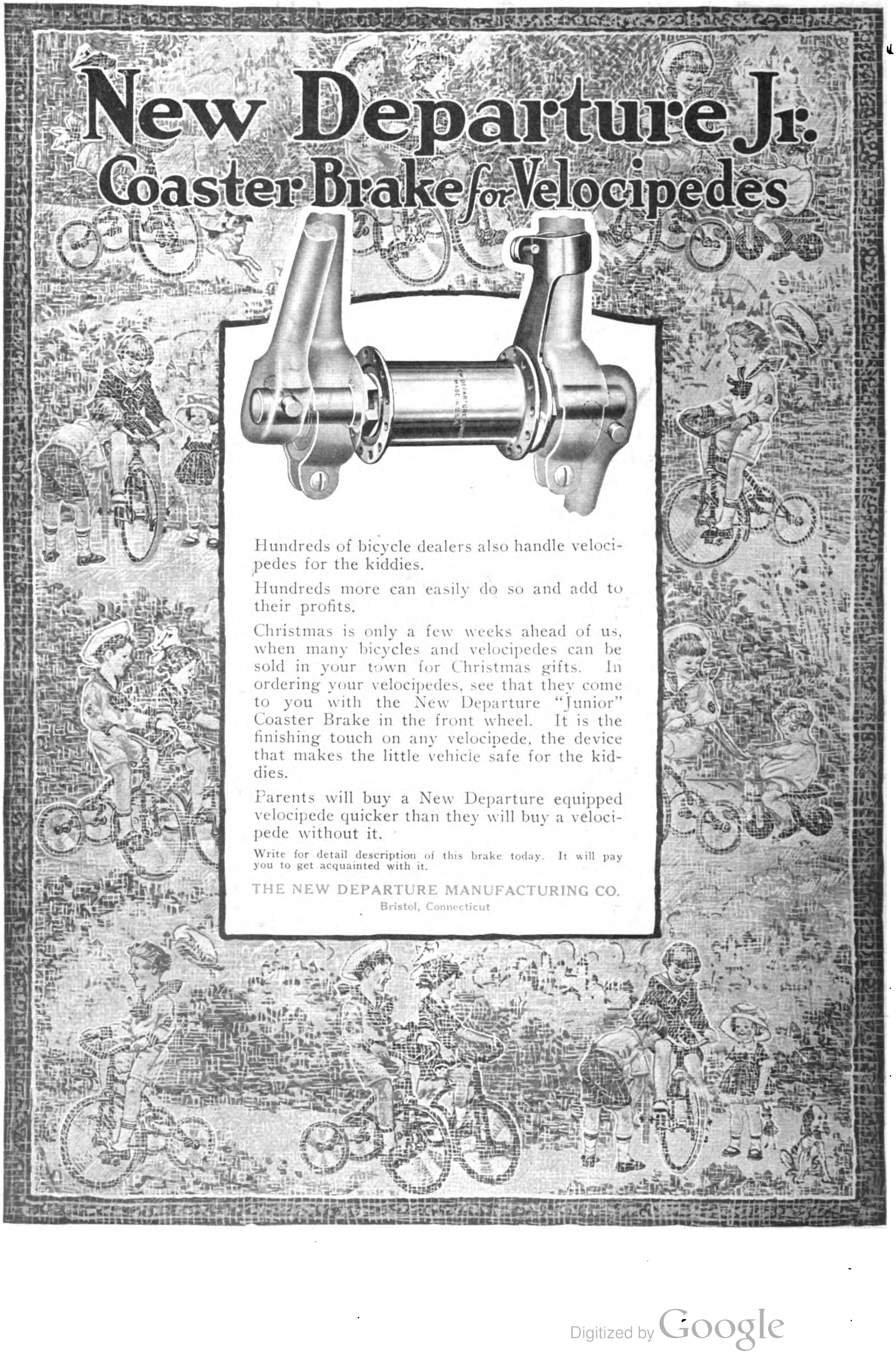

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America's Greatest Cycling Magazine

HAVE YOU RESERVED SPACE

ATLANTIC CITY SHOW—CONVENTION NUMBER

Issue of September 7

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Press Day September 5. Copy and cuts must be in our hands by noon of that day at latest, and sooner if proof is desired before publication.

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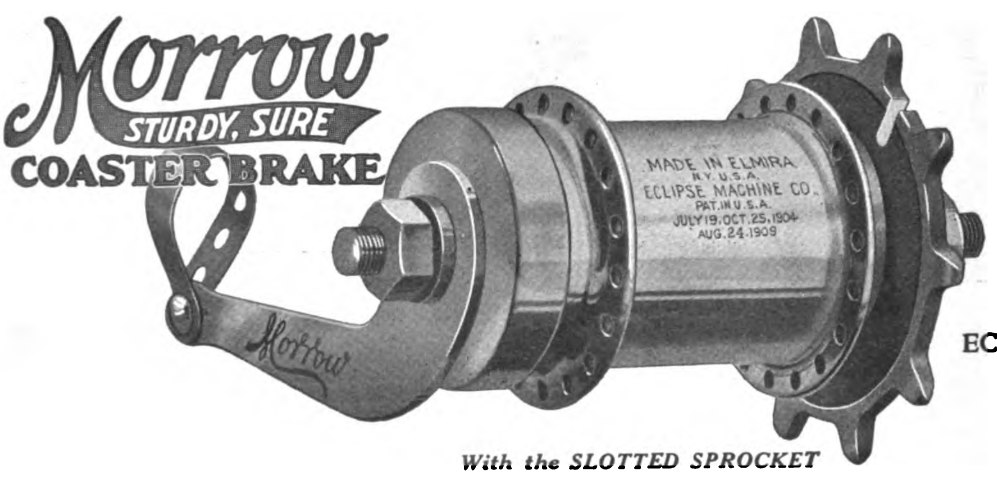
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With the SLOTTED SPROCKET

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ELMIRA, NEW YORK

Motorcycle & Bicycle ILLUSTRATED

Vol. 18 August 24, 1922 No. 34

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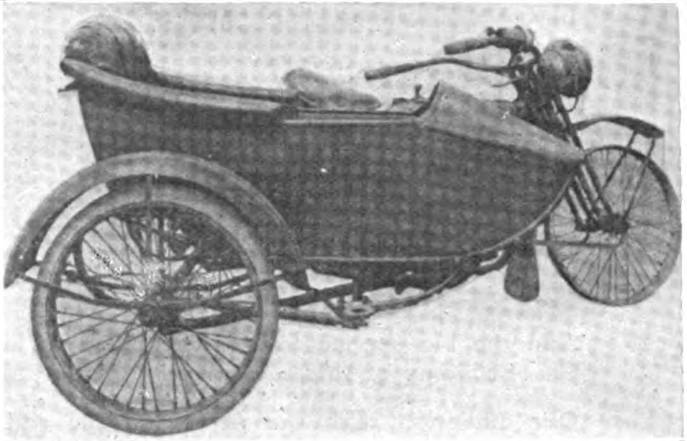

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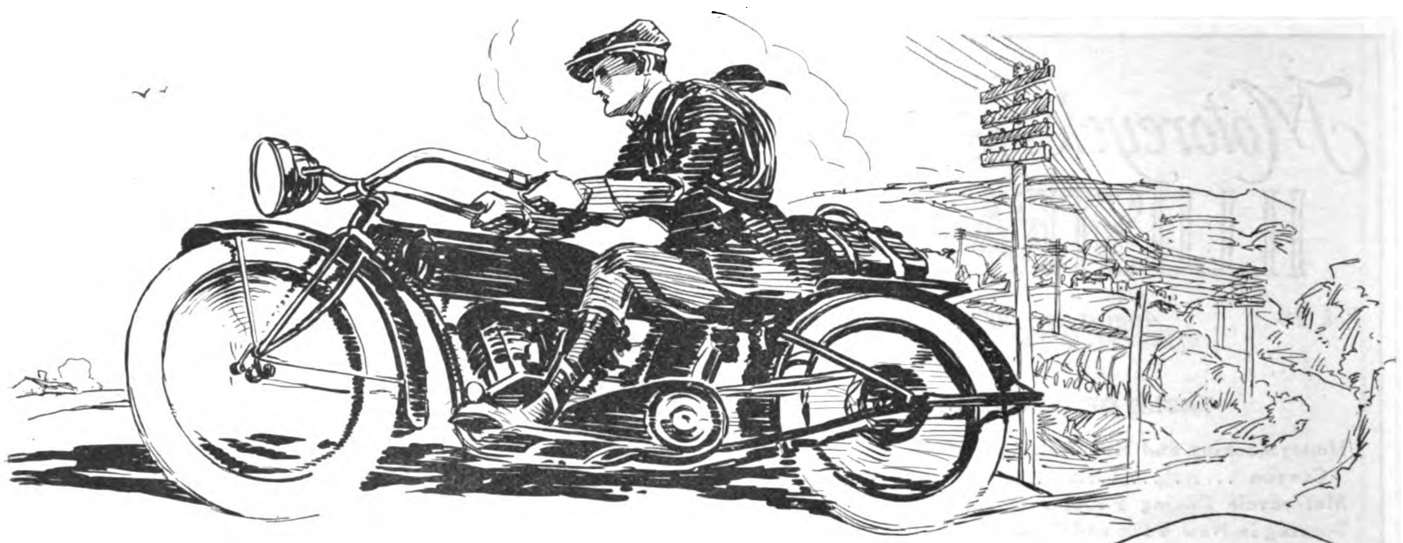
* We hope your order will arrive before our stock is depleted, otherwise your check and order will be promptly returned.



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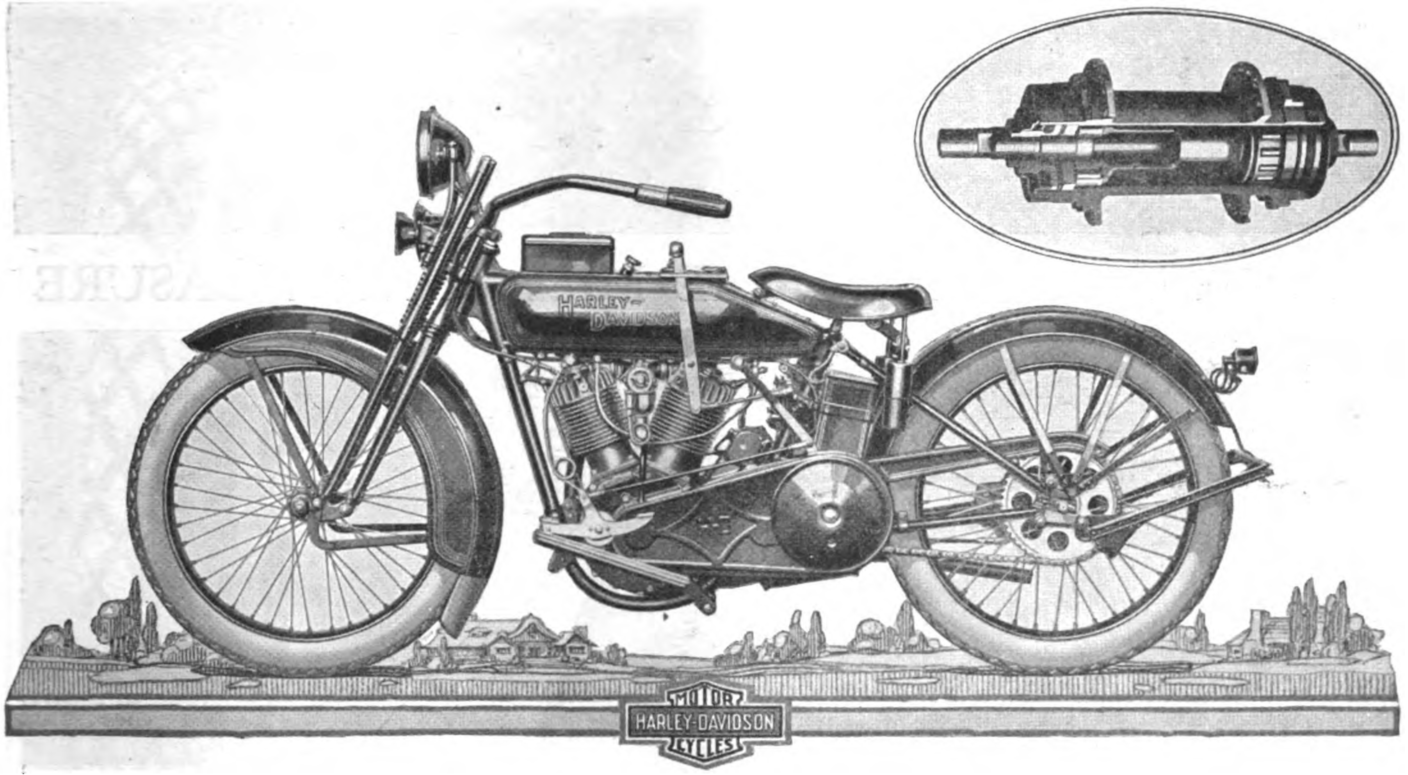

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World's Largest Builders of Motorcycles and Sidecars

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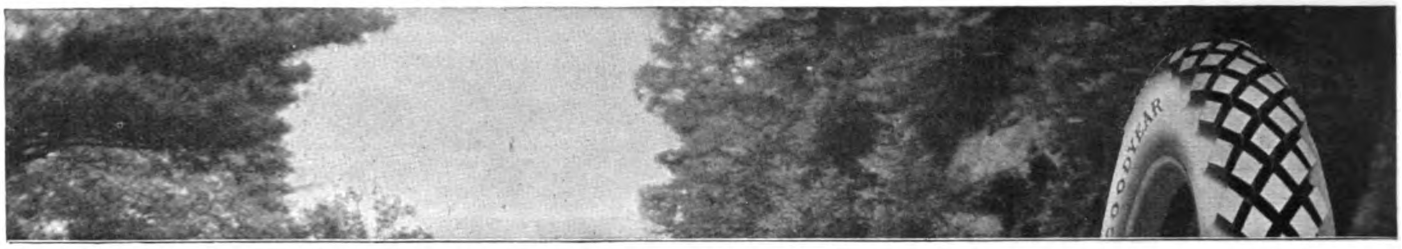
The New World's Champion



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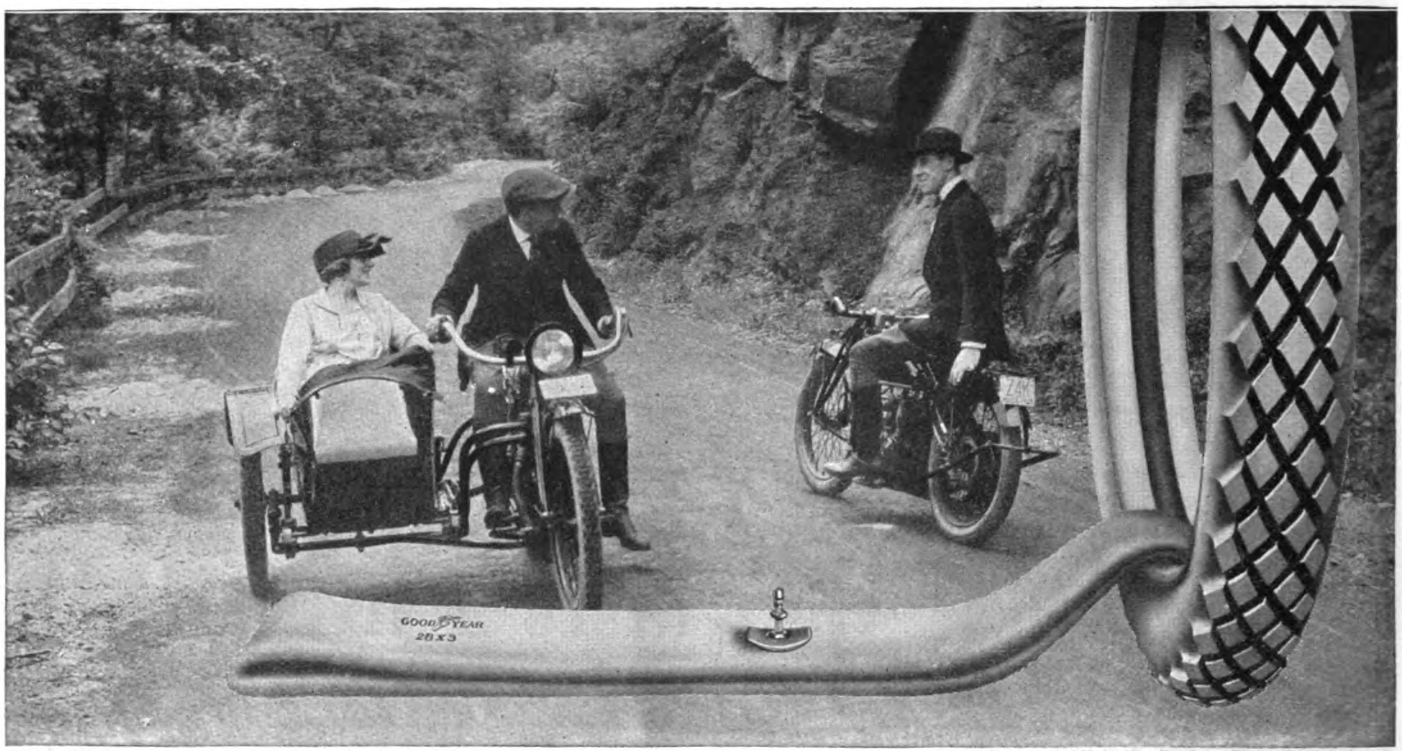

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Look to your tires. See that you have big, safe, comfortable Goodyears under you and your companion, too, if you have a side car—then you can head out on any trail, at any pace, secure in the knowledge that your mount is well-shod.

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Get ready! And never forget that Goodyear Motorcycle Tires are made of the same fine materials, with the same careful skill, and are as strong for their size as Goodyear Automobile Tires.

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2. Anderson	———
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10-Mile Solo 61"
7 *Min.* 53 3/5 *Sec.*

1. Walker	INDIAN
2. Anderson	———
3. Davis	———

5-Mile Solo 61"
3 *Min.* 52 4/5 *Sec.*

1. Walker	INDIAN
2. Anderson	———
3. Davis	———

10-Mile Sidecar National Championship 61"
10 *Min.* 10 1/5 *Sec.*

1. Zetser	INDIAN
2. Wagner	———
3. Cropp	———

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4 *Min.* 15 4/5 *Sec.*

1. Jones	———
2. Marks	INDIAN
3. Hepburn	INDIAN

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INDIANAPOLIS, U. S. A.

Motorcycle & Bicycle
ILLUSTRATED

VOLUME 18 New York, August 24, 1922 NUMBER 34

Honeymooning *and* Hair-Raisers *in* Red Rock Canyon

By "P.J." in Collaboration with John Anson Ford

"To have and to hold, for better or for worse, till death us do part."

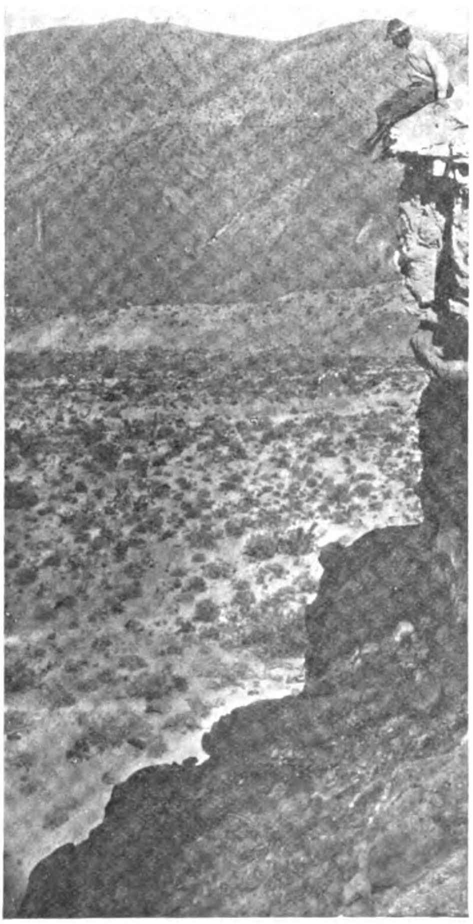
EVER heard the parson's voice saying those musical words in your ears and know that it was *you* he was talking to? I am here to tell the world of motorcyclists and the rest of the world in general that there are no narcotics, no opiates, no magic potions that will exalt one and make him a heaven on earth, like these words I have just quoted. I have just recently been married and I know whereof I speak.

In fact, it was part of our honeymoon—a journey far into the Mojave Desert—which is the subject of this narrative. The parson's words were still ringing in my ears and I could still feel the handclasp of Clarice when we began planning this motorcycle trip to one of the most picturesque places in the Southwest, second only to the Grand Canyon itself in magnificence and coloring.

Hast ever considered the motorcycle as a vehicle in which to take a honeymoon trip? I'm here to tell you that it has the world beat. You see when you get married you want to be off away from the world with no one around but *her.* You do not want hotel clerks, railway porters, or chauffeurs. Even a back seat in a touring car is a nuisance. But with a motorcycle all these difficulties are eliminated.

But to get back to my story. Clarice and I had taken each other for better or for worse and my thoughts naturally turned to Red Rock Canyon in the northern end of the Mojave Desert, 135 miles from Los Angeles.

With some timidity the details of the trip were unfolded to Clarice—the journey far from civilization—the sleeping on the ground in the midst of an uninhabited country, (that is, uninhabited except for rabbits and rattlesnakes), and the intimate contact with some of the weirdest scenery in the West. From the start Clarice was game. "Sure, I want to go," she exclaimed. "You have been a desert traveler most all your life. Now I am going to learn to love the desert, too."



Climbed to one of the high pinnacles which gave me a wonderful view of the floor of the canyon, which at this point was fully half a mile wide.

Accordingly, we began getting our outfit together. There is a real thrill in gathering up the cooking utensils, looking over the tent to see if it has any holes to be mended, and rolling up blankets, etc.

It may interest the gentle reader to know just what a bride and groom took by way of supplies on this honeymoon trip. There were no frills like wedding cake and after-dinner mints—just practical substantial foods, including a couple of pounds of sliced bacon, a dozen eggs carefully wrapped in paper and laid in a strong corrugated box, a couple of cans of condensed milk, some good substantial bread—not the spongy kind you get in the average baker's—three cans of peas, two cans of corn, a can of beans with tomato sauce, a head of lettuce, salt, pepper, sugar, coffee, and last but not least some canned bully beef. You would be surprised into how small a space Clarice and I rolled all those provisions, together with a collapsible camp stove, frying pan, coffee pot, tin plates, cups, etc. We did not have the slightest difficulty in tucking it all in the handy compartment behind the sidecar seat. Our tent, bedding and a few extra garments we packed into a second neat bundle and tied securely on the luggage carrier. Note the word "securely," for if you have a desert trail to travel, as we did, it is necessary to draw the straps up to the last notch.

Bidding farewell to all the friends who a short time before had been trying to make us miserable with rice throwing and old shoes, we started forth headed for the northeast, as happy a pair of newly-weds as ever responded "I will." Clarice now declares that had she known all that was ahead of her in the way of desert heat she would have responded "I wilt." Which reminds me of the instructions given to the young man about to propose: "Take the right arm and make glad the waist places; look into her blue eyes and say 'Wilt thou?'—and in nine cases out of ten they wilt."

Our road led out through famous Hollywood—a place where we would like to have spent a good part of the day but for the fact that we only had three days before I had to get back to my regular work.

Clarice wanted me to point out Mary Pickford's place but as that queen of the screen lives in Beverly Hills, a few miles from Hollywood we felt we could not take the time to pay her a visit.

Soon we were out on the open road headed for San Fernando, Saugus, and Mint Canyon. In a little over an hour we had passed through Saugus, which is the point where you kiss civilization goodby, and were heading into Mint Canyon.

For fifteen or twenty miles we enjoyed the thrills of a giant roller coaster and a merry-go-round, combined all into one big show. There is a newly paved concrete road through the canyon and it winds back and forth, up and down endlessly. I would "give her the gun" and with a mighty roar the motor would roll us up to the top of a hill at a good 45-mile gait. Then I would cut off the motor and, oh boy, how we would sail! Until the memorable day when Clarice said "I will" she never had had much motorcycling, I not having had the Indian in my courting days and I am here to say that if ever there was a girl that got a thrill out of that Mint Canyon road it was the little lady in my sidecar.

It occurs to me that a lot of fellows go motorcycle touring and miss a lot of interesting points in passing because they do not have their interrogation points working. An example of this occurred about 20 miles beyond the canyon. There in the midst of the desert we came to a rather massive hotel standing at the intersection of our road with some trails that ran off into neighboring mountains. Pausing to drink a couple of bottles of pop my interrogation department began functioning.

"Clarice," I remarked, "seems to me that hotel has a strange looking wall. I never saw a building built of material like that. What do you suppose it is?"

"Gold ore," said the lady who had just served us the quencher.

"Either I did not get you, madam," I replied, "or you are kidding us."

"No kidding," she comes back. "You may not know it, but you are in the midst of a great gold producing country. See that mountain over there. Well, if you have ever heard of the famous Queen Esther gold mine you oughta know that mountain. In years gone by they have taken millions of the real yellow outa that big hill."

I could see right away that it had paid to have my question mark working.

"Now this hotel here," the woman went on, "is called the Raymond, you will notice and there's a reason for that, too. The whole front of this building—the front wall and these massive porch arches, are made of quartz. If you're a tenderfoot it may look to you just like ordinary stone but I am here to tell you that it ain't ordinary stone. It's gold ore from the Raymond gold mine about four miles down that there trail you see leading off to the northwest."

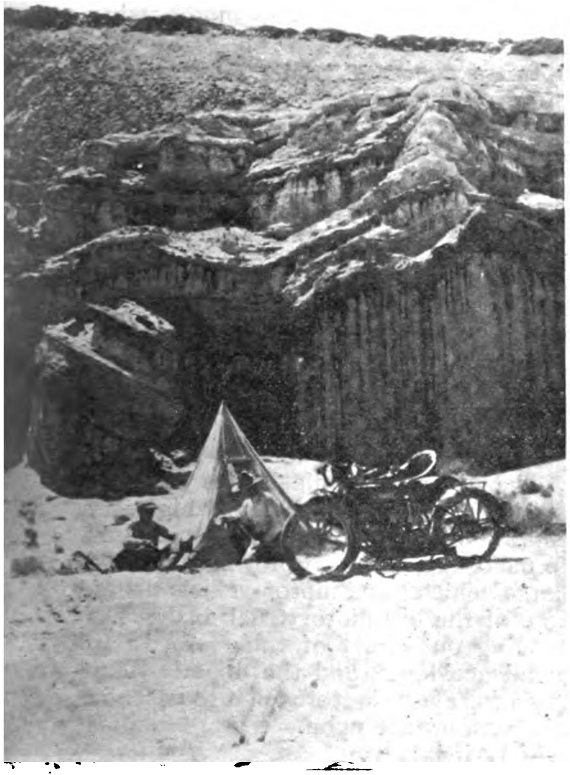
As far as I know this is the first and only hotel in the world built of such costly material. Further inquiry revealed that the former owner and builder of the hotel had some interest in the Raymond mine and conceived the idea of using some of the ore as it was dug from the earth to construct his hotel. On going indoors we discovered that the same material had been used in the construction of a massive fireplace. By drawing the curtains so that the room was partly darkened glittering streaks of pure gold could be seen in the stones making up the fireplace.

Gold or no gold, we had to be on our way for already the sun had become a great red ball and was sinking down toward the purple hills far off to the west. I knew, too, that we would soon come to the end of the good road—at the town of Mojave—and thereafter it would be catch-as-catch-can, so far as travel was concerned.

Close by the north wall of the canyon I came up the carcass of a steer.

By daylight these cliffs are magnificent spectacles of color, but at night each dark recess look like some mysterious chasm.

By the time the stars were out the earth had begun to cool off, giving no hint of the blistering next day that was in store for us. Clarice remarked that she had never before seen such brilliant stars and I can well believe her for never in my life have I seen anything equal to the heavens as viewed at night from the desert. There is something about the clarity of the atmosphere that makes each star stand out like a diamond set in the surface of the wonderful blue-black dome of the sky.



We made our camp in the shadow of the strangely fluted canyon walls.

The fantastic fashioning of the canyon walls makes them one of the most remarkable scenic attractions in the Southwest.

As we sped along over a sandy road none too smooth the moon rose over the sage covered hills to the east outlining dimly the mountains for which we were headed. In another half hour we had entered the mouth of the canyon which is one of the weirdest places, by night, that can be imagined. Through the erosion of ages past the walls of this dry gorge have been carved into the most fantastic shapes, pillars, turrets, pilasters, balustrades and what not. In the moonlight all the shadows were deepened and as we moved along it looked in may places as if a score of bottomless chasms were open on either side of the road.

Finally we drew up to a spot close by the trail which looked about as good as any other for our camp. Pulling out my watch and holding it in the bright moonlight I saw that it was 10:30.

"Girlie," I exclaimed, "it's after ten."

The next instant I heard a voice behind me repeating "—after ten" and I felt the cold shivers running up and down my spine. Clarice clutched at my arm. I looked about instinctively but could see nothing but yawning caves in the side of the fluted canyon wall.

In a moment I had regained my composure and gave a loud laugh. No sooner had I done so than from out the depths of the shadows came a laugh like that of a fiend imitating me.

"Only an echo, Clarice," I called out and in proof of my statement we heard—"echo, Clarice."

It took Clarice quite a little while to really believe me, however, and when I prepared to give a roaring "Who, hoo" that would have been heard for miles up the canyon she clapped a hand over my mouth so hard that it came very near being a slap.

So we set up our tent and spread our blankets by the light of the moon, and being dead tired after our long trip, were soon fast asleep. Fast asleep, but not for good. Suddenly I was awakened from my slumbers by a hand clutching at my chest and then it wandered swiftly up to my throat. I opened my eyes and looking toward the A-shaped entrance to the tent saw only a segment of the silent starlit heavens. But Clarice was sitting bolt upright beside me and I discovered presently that it was her hand that had instinctively reached out to me for help.

"Dearie," she whispered, hoarsely, "something's creeping into the tent. It must be a rattler!" I felt her hand tremble and confess I was somewhat startled.

"Oh," she screamed, "there he is," and shrank back into the farthest corner of the little tent.

Evidently no time was to be lost and slipping my hand under my pillow drew out my six-shooter, trying in the meantime to discover the whereabouts of the reptile. But either my eyesight or my imagination was not as good as Clarice's for all that I could see was a small black object about the size of a doughnut near the camp entrance.

"My dear," I remarked, trying not to show too much disgust, "that isn't a snake, it's a horned toad," and thereupon the intruder hopped away across the sand and disappeared under a sagebrush.

But I would not have you think that there were no snakes in the canyon. Previous trips in the desert had demonstrated to me that what Clarice saw might just as well have been at rattler as a toad. This was abundantly proven the next morning. We awoke shortly before sunrise and soon had a breakfast fire crackling beside the road. For the purpose of gathering more firewood I proposed that we scale one of the cliffs close by.

Perhaps it was because we were so entranced by the coloring all about us that we were less careful than we should have been in watching our path. At any rate we had not gone far in our steep ascent among scattering sage brush when we came to a large boulder standing about two feet high in the path. At first I thought I would hurdle it but for some reason which I have not yet been able to fathom I was influenced to change my decision and prepared to step over the obstruction. With one foot upraised and half over the rock I glanced down on the other side just in time to catch myself before throwing my weight onto my descending foot. There coiled on the sand was a rattler four feet long, if he was an inch. A vision flashed through my mind of the kind of a mix-up I would have been in had I hurdled that stone and landed with both feet on the rattler.

I seized some stones close at hand

and hurled them at him but the crafty creature was quicker than I and before I could get my range he had disappeared.

This being Clarice's first experience in desert camping she could not understand why I was in such a hurry to get the breakfast over and take what photos of the scenery I proposed to take. But before the day had reached the noon hour she understood fully. While Clarice fixed up the camp a little I went out to get some pictures of the fantastic canyon walls before the shadows had wholly disappeared. It took little imagination to see whence the names of various parts of the canyon had been secured. There were "buried cities," "a woman playing at an organ," "Greek temples," "oriental pagodas," "ancient city gates," and a score of other fantastic shapes.

On returning from my picture taking expedition I found that it was already getting insufferably hot. The tent was deserted and when I struck my head in the door it was like opening the door of a furnace. After a little looking about I found her stretched out on a flat rock at the base of a nearby cliff. "Isn't it awful!" she panted and closed eyes languidly.

We had not been lying in the sand long when an automobile hove in sight far down the canyon trail. As it reached our little camp the machine came to a stop and a voice called out:

"Want some company?" We were delighted to have a little company, particularly Clarice, who, I believe, was thinking it would help scare away the rattlesnakes. Come to find out, it was my friend, R. B. M. Smith, his wife and sister from back East who had come out to spend the night in the canyon and give the tenderfoot a taste of the outdoor life of the West. In fact the tenderfoot declared that already, instead of a *taste*, she had a *mouthful* of the hottest atmosphere she had ever breathed.

The newcomers proved good company and before long the other ladies were basking in the shade beside Clarice while Smith pitched his tent and covered his car with a tarpaulin to protect it from the blistering rays of the sun. I will not attempt to record how we spent the day. We learned from a passerby that down the trail a few miles an old prospector maintained a kind of general store and that he had in stock several dozen bottles of pop which *actually were on ice!* We could not believe this until we saw the pop and ice with our own eyes. But once we had been convinced our chief pastime for the remainder of the day was making excursions back and forth between camp and this little store, guzzling down the pop of various flavors until the pot-pourri within our several stomachs became fairly sickening.

At length the sun sank down behind the western mountains and the air cooled with amazing rapidity. Building another camp fire we and the Smiths prepared an evening meal that was memorable. To our supply of staple and fancy groceries they added some jam, minced ham sandwiches, pickles, fruit and other side dishes that gave us as elaborate a layout as we could have obtained at the Ritz-Carleton or the Aldorf-Wastoria.

I do not know why it is but the most delightful hour of every day in camp is that following the evening meal when everybody sits around the camp fire and talks or sings, as the spirit moves. That was the way we did with the Smiths. They told of some of their travels in various parts of the world and I related my desert experiences.

Stories finished, we all turned in without saying much except to agree that we would all beat it for Los Angeles the next morning before the sun got high enough to heat up the canyon. That was exactly the program which we followed and after a night of restful sleep, disturbed only by a few dreams we high-tailed it for the city of the Angeles. Incidentally, I might remark that the Indian beat the touring car into town by about two hours.

Clarice says that we have got to motorcycle out to Red Rock on every wedding anniversary until we are seventy—but she hopes there won't be too many toads, rattlers, and wild cats.

HIGHWAY COURTESY

By D. R. HOBART

SELFISHNESS," says a prominent official of the National Highways Association, "is the cause of over two-thirds of the accidents on our highways."

Alexia Sterling, standing, is a gold champion but her sister, Nora, prefers the motorcycle.

If motorists would respect the rights of the other fellow there would be fewer doctor's, undertaker's and garage bills and the newspapers and politicians would have no excuse for urging increased sand-bag legislation at the expense of the motor-using public.

In the course of some sixteen years' motorcycling on North American roads and that without getting smashed until April, 1922, the writer has found the "flivverboob" the most destructive of road-users. He is guilty of two of the chief causes of accidents: taking foolish chances and misjudging road distance and speed. I can speak feelingly about one member of the tribe misjudging road distance and speed, for my particular "flivverboob" walloped me from behind and gave me five months in the hospital, right in the best riding season in New England.

The big automobile bodies like the A. A. A., and various state highway commissions are conducting campaigns to make the roads safe for pedestrians, horse vehicles and motor-vehicle users. One of the big motor truck makers is sending out a list of things to do to avoid accidents, and the dope is heap good for every motorcyclist to paste in his hat and act upon.

Here it is:

"Let the other fellow have the other half of the road.

"Swing out with safety to let the hurried driver pass.

"When you hear a horn—it may be your brother's—Give Ground.

"If a man's in trouble—Be a good Samaritan.

"Give the woman driver a chance.

"Credit the other driver with business just as important as yours—until you know different.

"Say—'The road wasn't wide enough' instead of—'Why didn't you keep over on your own side?'

"Smile.

"Make friends with every driver—they may help you sometime.

"The man who bumped you may feel worse than you do.

"Smile—Keep Smiling.

"On the highways—Courtesy alone is King."

These rules are just as good for motorcycle riders as they are for automobilists. Why not try them out?

NEW YORK BUYS 305 CHIEFS

THE largest single order ever given motorcycles for police work was the placing of an order last week by the New York Police Department for 305 Indian Chief Models. This makes a total of over 600 Indian motorcycles now in use by the New York Police Department for use in the prevention of crime and the apprehension of lawbreakers.

Motorcycle Racing Popular *in* Australia

Promoters Are Said to Be Considering Inviting Some of the American Stars to Take Part In the Big Events of The Year

By Harry Gordon

WE have had many exciting motorcycle meetings in Sydney, and some thrilling racing at different times, but none have been more successful or more appreciated than the afternoon's sport organized by the powerful Motorcycle Club of New South Wales at the Victoria Park race course on July 8. A particularly good program, in which two classes of motorcycles under and over 600 c.c., and sidecar outfits, were provided for, had been drawn up, and to insure that it would not be drawn out to an interminable length the competition committee stood firmly to the stipulation that only a stipulated number of entries would be accepted for each event. Thanks to a postponement from the original date, too, it was found possible to include a special interstate match between the New South Wales champion, Tom Benstead, and the Victorian top-notcher, Dave Brewster, who is now in Sydney, which added a lot of attraction to the program.

The officials of the Motorcycle Club of New South Wales are so satisfied with the results of this meeting, half of the proceeds of which are to be donated to the Royal South Sydney Hospital, that they intend to prepare a scheme to promote not only similar events frequently in future, but also to study the possibility of importing talent from abroad. It is whispered that they have designs on one or two of the leading American and European riders, and there is no doubt that the appearance of such would give the sport no end of a boost here. The good effects of Cannon Ball Baker's visit to Australia some years ago were highly beneficial.

It was freely rumored that the two class champions, Tom Benstead (over 600 c.c., or 61 cubic inches) and Billy Conoulty (under 600—32½ cu. in.) would need to see that their thrones were very firmly placed for quite a number of capable challengers were abroad. However, the results of the racing indicated that these aspirants will have to tune up a bit more thoroughly yet, for both kings still wear their crowns. However, in the big class H. R. Hodgson showed that he is fast approaching Benstead's eminence, and his cornering, on a standard 74 cu. in. Harley-Davidson, not a short-coupled model, was a sight for sore eyes, though certainly not calculated to benefit a weak nervous system. Benstead as a result of his afternoon's sport, won the principal scratch race, and also the match, and filed third place from scratch in the sidecar handicap. Like the late Harold Parsons, to whose position of Australian Champion Tom Benstead has justifiable claims, he saddles up in everything, and he actually rode in every race run during the afternoon. Another very promising rider seen out was young Gus Clifton, who won the under 600 c.c. handicap, and was the cleverest of all at hugging the inside rails all the way around the track. He could not, however, pace it with Billy Conoulty's latest mount, an Indian Scout, which, after a somewhat sulky performance in the handicap, made amends by winning its class scratch race. No event had more than two heats and a final during the afternoon, and most of them were run straight out.

Billy Conoulty, N. S. Wales, lightweight champion

Tom Benstead, Australian champion

M. C. C. Handicap, machines under 600 c.c. Five laps (five miles 1,100 yards). Final: Gus Clifton (Sports Harley-Davidson) 30 secs., 1; E. N. Williams (3½ h.p. James), 1 min. 5 secs., 2; Harold Wood (Indian Scout), 10 secs., 3. Clifton passed Williams after going three laps. In the fourth lap, Conoulty had worked up into third position, but his machine then slackened, and Wood and Jenkins again passed him in the last lap. Jenkins finished fourth. Won by 600 yards in 6 mins. 23 secs., average 52 m.p.h.

Hospital Handicap, over 600 c.c., five laps. Final: H. R. Hodgson (Harley-Davidson) 15 secs., 1; H. Head (Harley-Davidson) 30 secs., 2; J. Sidebottom (Excelsior), 30 secs., 3. Hodgson got into the lead at half way, and won by 660 yards. Head, Sidebottom and Benstead finished locked together. Hodgson's time was 5 mins. 29 secs. (average 61¼ m.p.h.); and he rode his fastest lap in 1 min. 4 secs. (av. 63½ m.p.h.)

Interstate Challenge Match, five laps. Tom Benstead, N. S. W. (Harley-Davidson), 1; D. Brewster, Victoria, (Powerplus Indian), also competed. They took a flying start, getting away very evenly, but Benstead secured the lead on the first turn. He rode the first lap in 1 min. 3 secs. (av. 64¼ m.p.h.), being then 30 yards ahead. In the second lap, Brewster's machine slowed up, and stopped about a quarter of a mile from the finish. Benstead rode the second lap in 2 mins. 9 secs., and seeing that Brewster had stopped when he got around in the third lap also pulled up himself. Brewster's carburetor had shed its needle valve and the match was awarded to Benstead by the officials.

The Joynton Scratch Race, under 600 c.c., five laps. W. Conoulty (Indian Scout), 1; H. Wood (Indian Scout), 2; Gus Clifton (Sports Harley-Davidson), 3. Conoulty was very anxious to get going, and almost overran the official sidecar which led the nine starters around for a flying start. He immediately took the lead, with Clifton second and Wood third. In the second lap Wood displaced Clifton, but Conoulty gradually drew away and won by 100 yards.

The President Scratch Race, over 600 c.c., five laps (5 miles, 1,100 yards). Tom Benstead (Harley-Davidson), 1; H. R. Hodgson (Harley-Davidson), 2; F. Howarth (Harley-Davidson), 3.

Nine started. Tom Benstead, Hodgson and A. M. Wood were the first three to show out, and in the third lap, the field was riding in three pairs, with Tom Benstead and Hodgson fighting like tigers in front. In the last lap, Benstead went away and won by 150 yards.

The Royal Sidecar Handicap, three laps (3 miles, 660 yards). A. J. Harry (Indian), H. Head (Harley-Davidson), Tom Benstead (Harley-Davidson). Harry and Head provided the real race, Benstead's machine being decidedly "sick," and Harry, catching his rival in the last lap won by 100 yards; Benstead was half a lap behind. Time, 4 mins. 30 secs., average 58 m.p.h.

SOME AUSTRALIAN ADVICE

J. H. RHODES, better known as Burt Rhodes, and who represents the Hendee in Australia, has been in America for the past several weeks. He offers some excellent suggestions to the American motorcycle industry, anent the expansion of export business.

We asked Mr. Rhodes for a straight from the shoulder and frank comment on the American motorcycle situation as he views it and his conclusions which follow are pertinent.

American manufacturers of motorcycles, if they desire to have their product attain the same degree of popularity that is enjoyed by this vehicle in Australia and England, must adopt the policy of 'safe, sane and economical motorcycling,' which by the way is the slogan used in Australia.

He firmly believes that the success of the American motorcycling industry rests in the concentration of manufacturing effort on the light weight and middle weight machines and that there should be a continuity of the models.

He called attention to the recent record made by the 3½ Douglas of 100.61 m.p.h., and says that this should be a big object lesson to American motorcycle manufacturers. Both the Douglas and Triumph have been sticking to the same type of motor since 1909, adding refinements here and there from time to time, but keeping the general type of motors the same from year to year.

"There is a tendency for too many models in the American field," says Rhodes, "with a leaning toward the heavy weight machine, which with its power and speed makes the layman afraid of it. There is a big potential market for motorcycles in America among a class of people that has not been reached up to the present, but who will be reached by the development of the middle weight machine.

"The trend in Australia is to make the motorcycle a vehicle of individual transportation. Solo riding is more popular among the cyclists of that country and there is a noticeable decrease in the demand for side cars. The heavy weight motorcycle represents about 40 per cent of the total number of machines registered in Australia the other 60 per cent the light weight an dmiddle weight vehicles which are used by professional men and all classes. The trend indicates a continuously growing percentage in favor of middle and light weights.

"The Australian does not look so much on the initial cost of his machine, he is interested chiefly in what its upkeep will be, he wants more value for his dollar than the average American, and that is one of the reasons why he wants the light weight machine.

"On account of the high cost of gasoline, experiments have been going on for some time to find a cheaper product to take its place. This has resulted in a fluid called alkol, a by-product of sugar cane and coal. Its manufacture on a large scale has been recommended and it is expected that it will soon be on the market and will sell for practically one-third less the cost of gasoline. Tests have proved that it works admirably in a motorcycle power plant. All that is necessary is a slight adjustment of the carburetor."

Miss Elsie Janson

LADY MAKES NEW RECORD

ON Wednesday and Thursday, July 19-20, Mrs. G. M. Janson, riding a 249 c.c. Trump-Jap, gained the distinction of being the first rider to make a "double-twelve hour" record in England. The trial was at the Brooklands track.

The "double-twelve" method of covering a 24-hour ride permits the driver to rest for twelve hours between two 12-hour stretches on the track; the machine is locked up during the resting period.

Mrs. Janson covered 43 miles and 677 yards in the first hour and thereafter lapped Brooklands at over 40 m.p.h.; the three best laps being done consecutively at 46:46 m.p.h. At the end of the first twelve hours 515 miles and 1,123 yards had been covered at 42:97 m.p.m.

On the next day the hourly speed never fell below 44:12 m.p.h.; and two hours' riding were done at 46:37 m.p.h., and the grand total mileage was brought up to 1,071 miles and 1,180 yards at a speed of 44:65 m.p.h., this constituting the first British "double-twelve" record.

In addition to the above record Mrs. Janson also made world's records in Class A (250 c.c.) as under:

11 hours, 506 miles and 695 yards (46:03 m.p.h.)

12 hours, 556 miles and 57 yards (46:33 m.p.h.)

It was a remarkable performance, and Mrs. Janson showed wonderful pluck throughout.

NEW WAY TO MAKE GASOLINE

THERE have been so many processes developed during the past few years which have been heralded as the "only real solution" of the gasoline problem, that oil refiners have become almost deaf to requests for hearings from "gasoline" inventors. But in France a new process has recently received careful and official attention of French governmental administrators interested in the gasoline problem. The process is called Seigle. It is said to produce gasoline from crude oil, shale oil, various heavy oil products, and even still residues, in one step, in contradistinction to the cracking processes known and used up to the present time, which require two distinct operations. The process is said to work successfully and that the yield of gasoline is very high. It has also been proven that the gasoline product will dissolve perfectly in alcohol, a fact which is of special importance in the manufacture of composite motor fuels.

—*From The Industrial Digest.*

RIGHT AT HOME

"———Wot was the last card Oi dealt ye, Haley?"

"A spade."

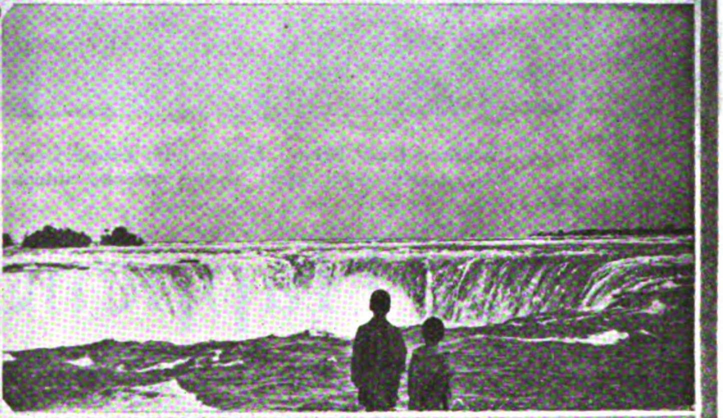
"Oi knew it; Oi saw ye spit on yer hands before ye picked it up."—Boston News Bureau.

TOURING IN NEW YORK AND CANADA

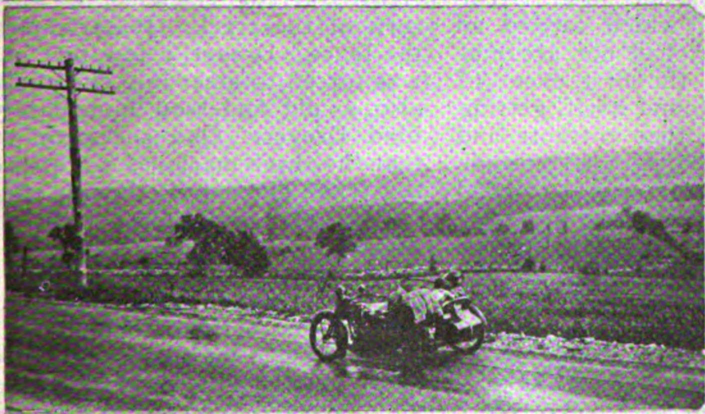
THE RAPIDS BELOW NIAGARA FALLS

LOOKING OVER THE SOUND AT FLUSHING, L.I.

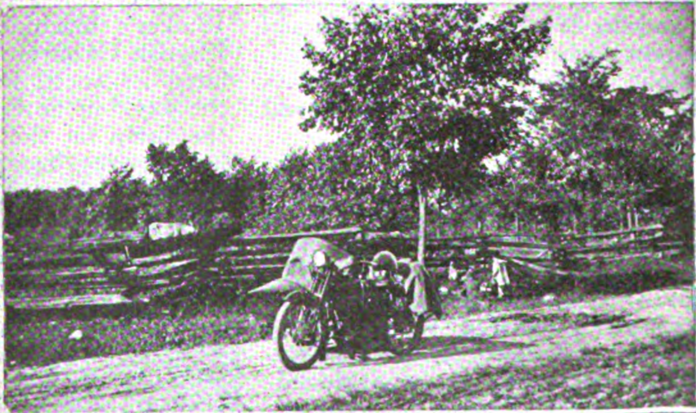
LAKE SENECA AT GENEVA, N.Y.



HORSESHOE FALLS NIAGARA.

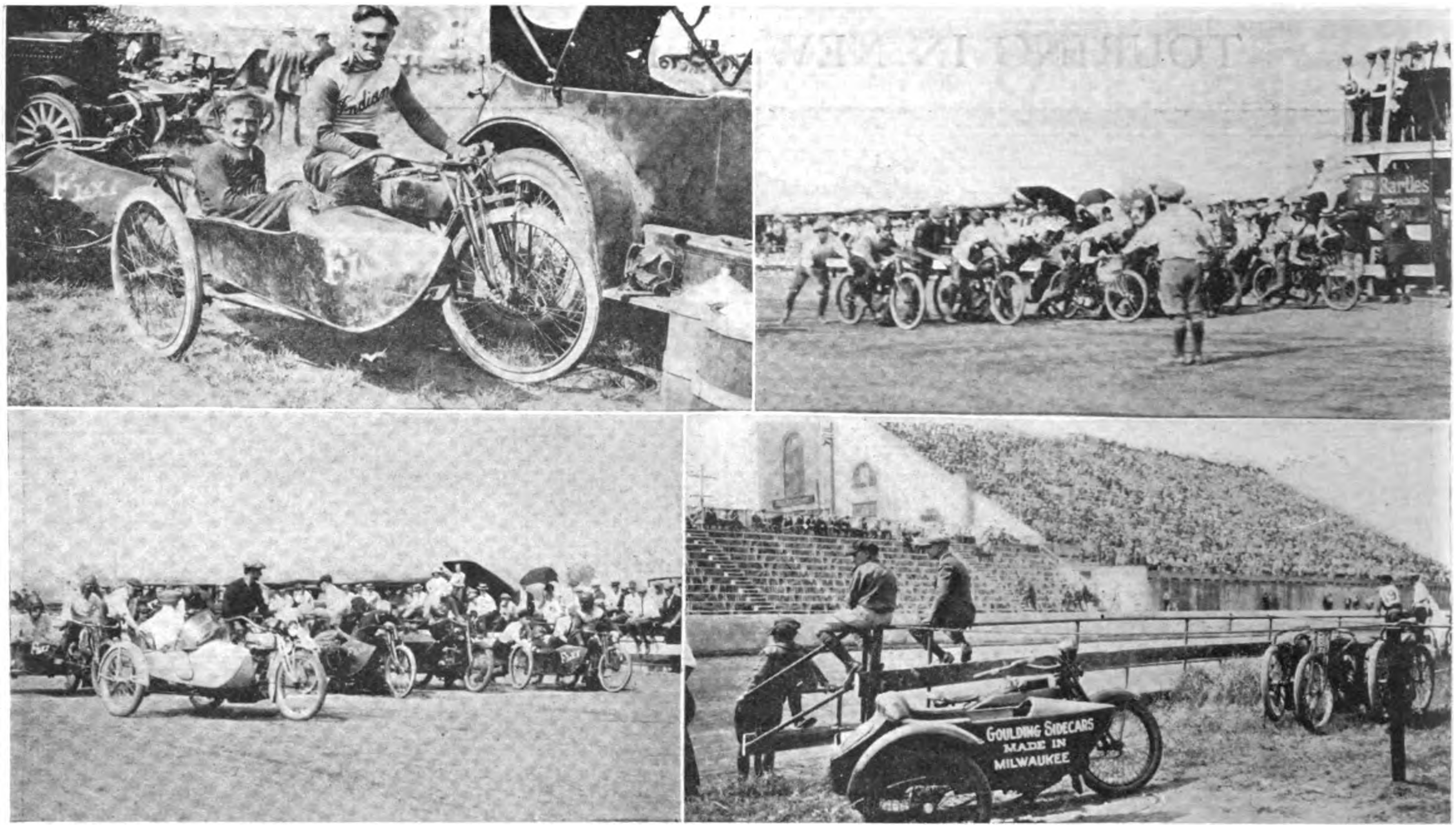


IN THE MOHAWK VALLEY



TOURING IN CANADA.

Photos by Alfred Child



Snapped at the Milwaukee Race Meet. Upper left: Floyd Dreyer and Don Marks. Right: The start of the 61 national championship. Lower left: Start of the unlucky sidecar race. Right: A section of the packed grandstand.

What Happened *at* Milwaukee

By Hy Tension

WITH four firsts to his credit and another one deserved, but lost on a fluke, Gene Walker rolled up more Indian honors at Milwaukee, Sunday, August 13. Two of his wins brought titles, namely the 10 mile 61 solo national championship and the 25 mile 30-50 solo national championship.

Ralph Hepburn, Indian-mounted, took the 25 mile sidecar national championship.

The program was marred by an accident which resulted in injuries to Floyd Dreyer and Don Marks, his passenger, Paul Anderson, Ernest Borchist, Sam Mashka and Everett Byram. Mashka, losing control of his Excelsior with a floating body turned into the fence, followed by Anderson and Dreyer who, to avoid hitting Mashka also tore through the structure. All were removed to a nearby hospital where their injuries were reported as slight. Anderson returned to the track and gamely finished the program, taking several places despite a bad right hand.

Event No. 1 brought out eight solo riders for 30-50 honors over 5 miles. Maldwyn Jones with his Excelsior maintained the lead safely past the drop of the checkered flag. Don Marks and his Indian took second with Hepburn, his team mate, third. Time, 4:15 1-4.

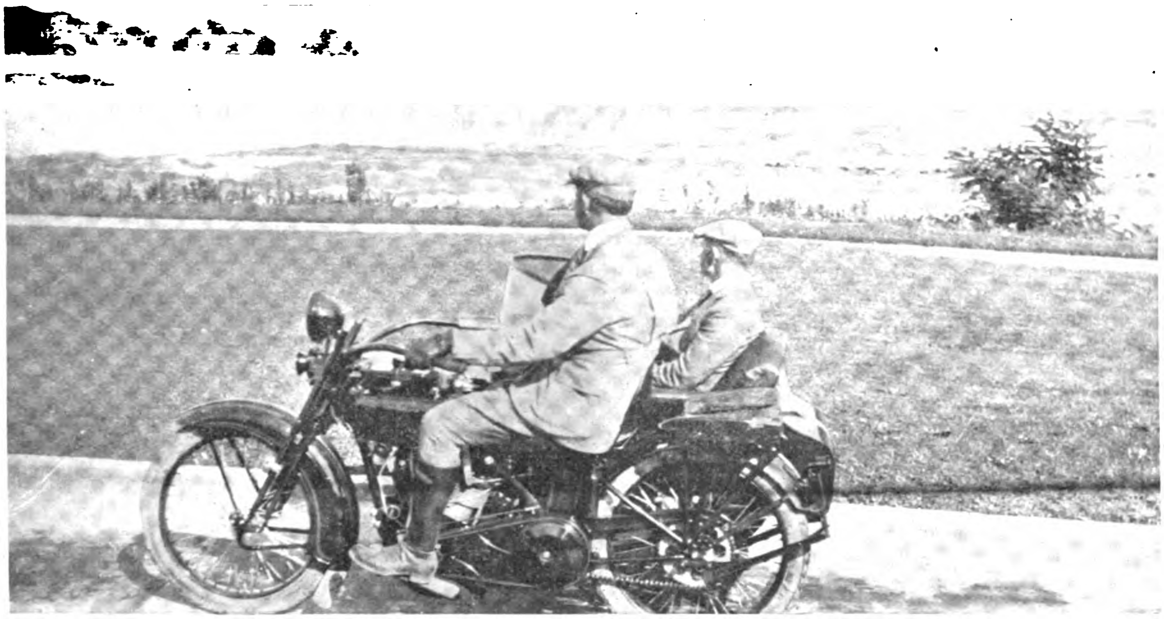
Six solo riders lined up on 61 inch sputterers for a ten-mile fight. Gene Walker's machine, which carried an English carburetor, had not accumulated its speed in the first event of the day, but now found itself, getting the jump on the other entrants and holding it throughout the ten-mile quarrel. Paul Anderson, as second man at the end of the race, was nearly a half mile behind the red man's heels. Jim Davis, on a Milwaukee machine, took third place. Time, 7:43 1-5.

The third event, a 10-mile sidecar race, was the unfortunate one that sent six men to the hospital and robbed the sidecar title event of its best talent. Six of the speedy side-chariots were abreast at the tape. Not more than 200 yards from the start, six men were catapulted through a heavy board fence lining the track, Dreyer insisted that he would be all right in a few minutes. His back was wrenched and he was unable to participate in the remaining races, which included the 25-mile sidecar championship, an event which primarily brought him to Milwaukee.

The smash-up, according to onlookers, seems to have been caused by Mashka's Excelsior getting beyond control at the entrance to the first turn of the track. It careened into the fence. Dreyer, a few feet behind, was forced to steer into the enclosure also, as did Anderson immediately behind Dreyer. One spectator stated that the three machines were through the fence abreast as though the formation and action had been prearranged.

The second start was stopped at the location of the accident by a flag man whose instructions had not been changed since the accident. The third start of the jinx event was allowed and Zetzer's Indian-Flxi outfit took the lead, holding it to the finish. Wagner's Harley-Davidson did the same with second place and Warren Cropp's Excelsior fell behind in third position. Time, 10:10 1-5.

With five solo riders lined up their 61 inch barkers for a five-mile tour the grandstand rose in tumultuous acclaim for gamey Anderson who came limp-



A Touring View of Niagara Falls

ing to the starting tape, his right forearm bathed in iodine and held stiffly while two mechanics wheeled his mount up for Andy's next performance.

He sought vengeance from the track, holding first place the first two miles, but at the end of the fifth mile Walker shot in a winner 50 feet ahead of Anderson. Jim Davis rolled in third. Walker did it in 3:52 4-5.

The novelty of the program was the miss-and-out event for 30-50 solo riders, which proved a double-barrelled novelty for the audience because of a bloomer pulled by some one or several attendants in the checking stands.

Nine riders started, the last man of each lap to be lopped off the field till one man would remain to be declared winner. Oaks on the Harley-Davidson was the first to be ruled off, followed respectively by Weishaar and Anderson. Seymour, Davis, Kohn and Cropp fell out of their own accord. Hepburn, closely following Jones in the fourth lap, was forced to spill because Maldwyn's machine struck a hole and threw him in Hepburn's path. Ralph unloaded with neatness and despatch, throwing his mechanical broncho much like a cowboy throws his flesh-and-blood steed, without any injuries to his machine or himself.

Hepburn's spill balled the works at the finish line and a flagman waved Walker down with a scarlet rag when Gene was starting his fifth lap. Then, the course being reported clear, Jones was allowed to cross the tape as winner while Gene coasted across as second man, a martyr to a mistake. Jones' time was 4:11 1-5.

The sixth event was a 10-mile 61 solo turn with a cast of five riders. Anderson played leading man the first two miles, but Walker passed him, and held his location to the finish. Davis, who had a corner on third place that day "did his stuff" in this race also. The Birmingham idol won in 7:53 1-2.

At this point in the card the audience had espied Leslie ("Red") Parkhurst all dressed up in his speed togs with seemingly no place to go. Red, being Milwaukee's motorcycle apostle, the crowd demanded that the sun-kissed one be given a chance. Red's first attempt to reel off a qualifying mile failed at the first curve when his driving wheel loosened. The second attempt was done in 52:3 for the mile and he entered the 30-50 25-mile championship.

Nine riders aspired to this championship belt. Walker took every lap of the 25, finishing in 21:27 4-5.

In the last lap Parkhurst drew a shout from the stands by saying good-bye to the rear guard and passing Korn. The finishing order was Walker, Jones and Davis—a wide breech between all three. Time, 21:27 4-5.

Evans Powercycles Are Popular with New York Patrolmen

The curtain-dropping event was the 25-mile sidecar national championship. Dreyer was physically unable to enter and Anderson's machine was not repairable for the race. Mashka was in the hospital. This left Zetzer's Indian, Cropp's Excelsior, Hepburn's Indian and Wagner's Harley-Davidson, as the only vehicles to joust for the national quarter-century title. Hepburn and Zetzer, however, gave the crowd a merry zig-zag race constantly shifting positions in the fore.

Hepburn tucked away the championship when he held initial position from the 23rd lap to the end of the contest. Hepburn, Zetzer, Wagner was the order with the time, 25:35 3-5.

A crowd of about 12,000 people witnessed the races which had been postponed from the preceding Sunday. R. L. ("Jim") Clark, Milwaukee Indian dealer and promoter of the meet, W. W. Howland, starter. C. C. Smith, referee, and H. Hascall, clerk of the course, managed the affair in masterly manner.

"CIRCUMSTANCES ALTER CASES"

A FARMER was driving a load of hay along a narrow road, when behind him came a man with a horse and buggy. The farmer drove out of the way to let him pass. A moment later along came a young fellow on a bicycle, who cried to the farmer to let him pass. "Hey, there! Pull out and let me by!"

"Oh, I dunno if I'm in any hurry!" the farmer replied.

"You seemed in a hurry to let that other fellow pass."

"That's because his horse was eating my hay. There's no danger of you eating it."—Judge.

ACROSS WISCONSIN *AND* BACK

By A. Tourist

IN the following account of a week's trip the expenses were so low that I believe it is worthy of a little attention.

The party consisted of four, driving two Harley-Davidson motorcycles. On one motorcycle we loaded the tent, blankets and a part of the cooking utensils, while the other carried the tent poles, extra clothing and the remainder of cooking utensils and food.

We left Sheboygan at 2:15 P. M. on Sunday, July 23, and rode until 6 P. M., when we found a nice camping place near a school house about three miles west of Omro. This was our first night of camp life, and none of us were used to sleeping on the "terre firma" so there wasn't much sleeping done that night. Consequently we got up at 4:30 the next morning, getting an early start for that day and covering about two hundred and sixty miles, although we had quite a bit of trouble. This started between Stevens Point and Wausau when we broke a connecting link of the drive chain on one of the machines. At Wausau, instead of going west on the State Highway No. 16 we went east and did not know it until we landed at Birnamwood, about twenty miles east of Wausau. This, however, did not stop us from getting to Chippewa Falls by night, where we camped at the Tourists' Camp.

Tuesday afternoon we arrived at St. Paul and Minneapolis, where we decided to stay for the night. We camped at the Tourists' camping site at Minneapolis near Minnehaha Falls. On Wednesday we went to Duluth and Superior, camping about twenty-five miles out of Superior.

On our way home we stopped at Ashland, Ironwood, Mich., Woodruff and Rhinelander, where we camped Thursday night. On Friday our tour took us through the towns of Antigo, Wittenburg, Shawano and Green Bay, stopped at Manitowoc and ended our trip at about 1 P. M.

We had a very enjoyable time and were not as tired as one might expect after driving over twelve hundred miles. This probably is due to the fact that all the roads we traveled were in excellent condition, which should be an inducement to other motorcycle owners to take out their machines and give them a real tryout.

ONE WAY TO CATCH A MASHER

A TOO persistent, and over ambitious son of romance is wondering how it all happened in such a short time. And, in between times, he curses the speed of the modern motorcycle and the alertness and promptness of one Milwaukee motorcycle police officer.

Edwin Coughlin, of Beloit, Wis., is the ardent wooer, Mrs. George Collette, city, is the heroine, and Motorcycle Patrolman John Drefahl, did the "Frank Merriwell" on the motorcycle, making a little over nine miles in eleven minutes.

It was very important that Officer Drefahl should be in such a hurry. Drefahl had been called to the Collette home to investigate a complaint that Collette's garage had been entered during the night and his automobile smashed and battered. While Drefahl was interviewing Mr. and Mrs. Collette, the telephone bell rang. Mrs. Collette was wanted. "Tell your husband to go out and look at his car."

Mrs. Collette recognized the voice as that of a man who had attempted to flirt with her on the street that day. She told Officer Drefahl who it was.

"Keep on talking to him," urged Drefahl. He ran next door, traced the call, and found out it was from a saloon, out in Hales Corners. The race was on.

Through city streets and out on the concrete highway, Officer Drefahl clipped off nine miles in eleven minutes, on his motorcycle.

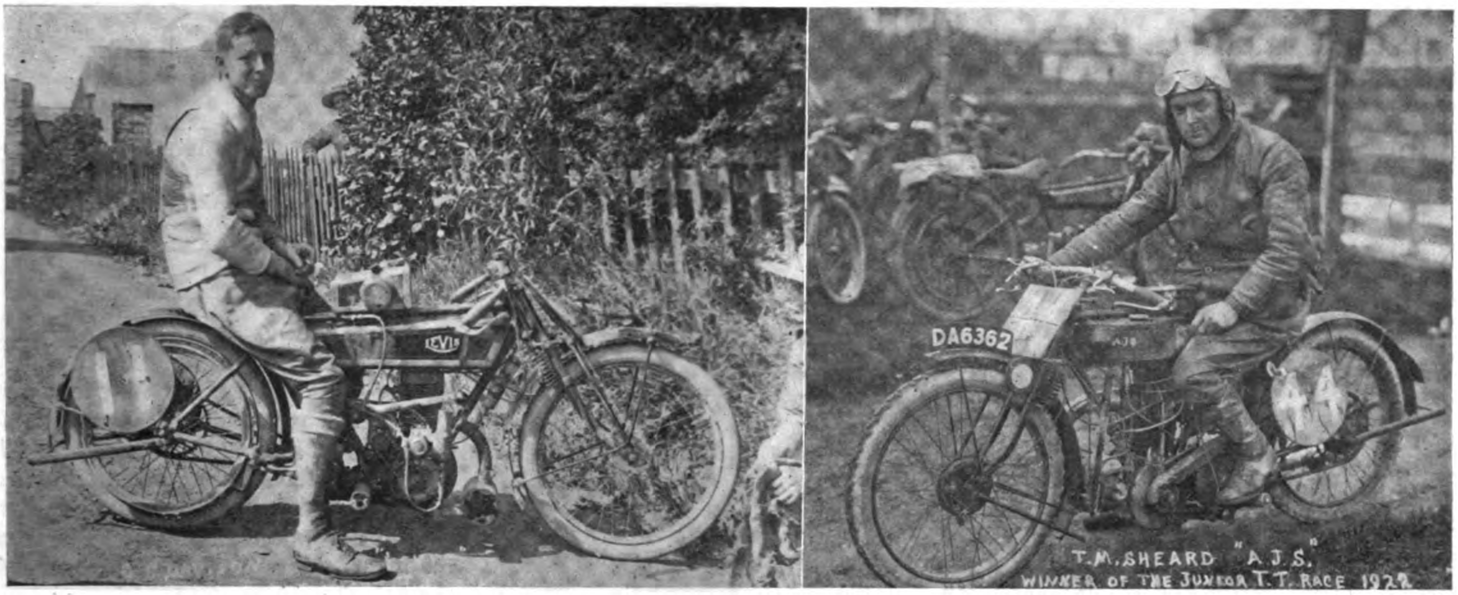
Coughlin was still talking glibly to Mrs. Collette, from the Hales Corners' saloon, when Drefahl rushed in on him and brought an abrupt end to his telephone conversation.

Officer Drefahl of Milwaukee

OFFICERS EXEMPT FROM SPEED LAWS

THE Minnesota Supreme Court has decided that a motorcycle officer is exempt from the speed laws. The defendant, a Duluth motorcycle policeman, was sued for damages for colliding with plaintiff, a pedestrian, while attempting to overtake a motorist who was violating the speed limit fixed by the Minnesota Motor Vehicle Act. The plaintiff sought to charge defendant with negligence conclusively on the ground that he himself was driving his motorcycle faster than permitted by the Act. Disposing of these contentions, the Supreme Court said: "In Hubert vs. Granzow, 131 Minn 361, 155 N. W. 204, Ann. Cas. 1917D, 563, this Court held that, as a general rule, regulations governing the rate of speed on public streets do not apply to fire apparatus on the way to a fire. The same reasons apply with equal force to vehicles used by police officers. An officer so engaged is performing a public duty. He cannot successfully perform it unless he is accorded privileges not possessed by private citizens. He would be seriously hampered if statutory provisions limiting the speed of motor vehicles applied to him while in pursuit of a fleeing criminal.

"To secure the safety of the public is one of the principal objects of the statute. A criminal, seeking to get away from the scene of his crime, commonly travels in an automobile driven at a high rate of speed. There are reckless drivers of automobiles, who pay no attention to the speed laws. Both classes of offenders must be overtaken by the officers of the law, if they are to be placed under arrest. As an aid to officers on patrol duty, no vehicle more serviceable than the motorcycle has as yet been invented. Of course it is possible for such officers to use automobiles, instead of motorcycles; but their use would be equally if not more dangerous to others if driven at a high rate of speed.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T.M. SHEARD "A.J.S."
WINNER OF THE JUNIOR T.T. RACE 1922

The winners of the Junior Tourist Trophy and the Lightweight Race, which were run together the day preceding the Senior Race. At the left: G. S. Davidson, winner of the Lightweight Race, who rode a Levis. At the right: T. M. Sheard, who rode an "A. J. S." to a win in the Junior event.

DIXON IS A REAL SPORTSMAN

By Sam Lomax

RECORDS were smashed by the dozen in this year's T. T. Races. In the "Junior" section the record lap done last year was beaten no fewer than 14 times, and even the "Senior" record of 1921 was beaten by 1 sec. in this Junior of 1922. This will suggest two or three facts to your mind—the principal one is that British motorcycles are being improved every year; and the second one is that the weather has been sensationally gorgeous, putting the roads in good condition except on Snaefell Mountain. And here, nobody can expect to find a lot of road-rollers at work.

Those deductions were emphasized in the Senior race, when not only was 60 m.p.l. achieved by the winner doing one lap, but the record lap time (put up last year) was beaten 19 times.

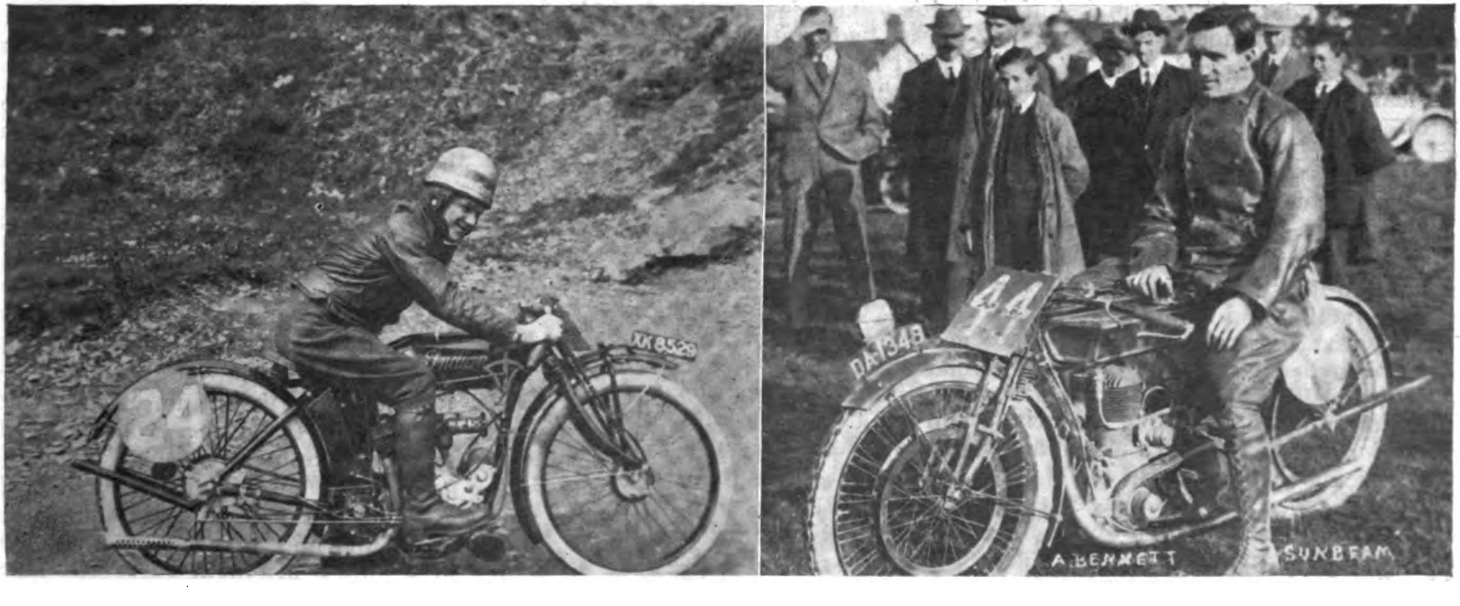
A more epic battle than that between Bennett (who is a Canadian) on a Sunbeam and Fred Dixon on an Indian could not be conceived. Bennett's lead fluctuated, as I will show step by step in the details that follow; and it was a thousand pities that, after doing over 200 miles and being only a few precious minutes behind the leader. Dixon retired. No official reason was given, but the Indian flier got to the telephone box at Ramsey (13¾ miles from the end) and had a message sent through to the headquarters:

"I would like to shake Bennett by the hand."

A fine bit of sportsmanship that intensely pleased the British crowd.

Let me at once pay a high tribute to two sections of organizers. The A. C. U. (Auto-Cycle Union) of Great Britain does all things well, and its promotion and carrying out of those T. T. or Tourist Trophy Races is a sample of magnificent arrangement in every detail. Then the authorities of the Isle of Man help greatly. The high roads that form the course are closed absolutely for the races, and free license is given between 5 and 7 a. m. for high-speed trials for 3 weeks before the big day. The "Kingdom of Man," as the island is sometimes called—Mona's Isle is one of many appellations—is a realm of its own as regards making laws. That's why it allows the races on public roads. You can't get that on the mainland in England.

A year ago a bombshell fell when it was announced that the 1922 T. T. races would be in Belgium, and everything was reported to have been arranged—gendarmes to guard the course and the public; and so on. Then as suddenly it was published that the Isle of Man was to be the venue as before. So here we are again, everybody delighted with everything. Bravo, A.-C. U.!



The men who made the hardest fight for victory in the British Senior Tourist Trophy Race. At the left: Fred Dixon, Indian contender, who proved a good sport when misfortune overtook him. At the right: A. Bennett, a Canadian, who rode an Indian Sunbeam and won the race.

Richard F. Kelsey Passes On

Founder of National Cycling Association and Editor of Cycling and Automobile Trade Journals Dies at Montclair Home

By Walter A. Bardgett

RICHARD F. KELSEY, one of founders of the National Cycling Association, the governing cycling body in this country, and for the past twenty years chairman of the Board of Control of that association, died at his home in Montclair, N. J., Saturday morning, August 19, in his 61st year, from heart trouble.

Mr. Kelsey was born in Yardley, Pa., and part of his education was received in the schools of Oberlin, O. He learned the printer's trade in the office of the Public Spirit at Hatboro, Bucks County, Pa., and also took up wood engraving, in fact, was one of the last to take up wood engraving, and when wood engraving went out of use he took up newspaper work.

He later moved to Buffalo, N. Y., with his family and took a position with the Buffalo Express in the editorial department. While in Buffalo he aided in the organization of the Buffalo Ramblers Bicycle Club, of which the writer was a member of the racing team. Mr. Kelsey was the first president of the Buffalo Ramblers Bicycle Club and aided in the promotion of cycling in Buffalo and was himself a road rider, but he did not follow up racing, except in the administration end.

Leaving Buffalo Mr. Kelsey moved to Hartford, Conn., where he was editor of the American Cyclist, a contemporary of the Bicycling World, then being published in Boston under the editorship of Robert Bruce, in late years a pathfinder and map maker for the American Automobile Association.

After a few years as editor of the American Cyclist Mr. Kelsey moved to Boston, where he was associated with the League of American Wheelmen as a handicapper and referee. That was in the late 90's and when the break came between the professional riders and the League of American Wheelmen Mr. Kelsey cast his lot with the opposing faction and against the L. A. W., and with Amos G. Batchelder, Tom Cooper, Floyd McFarland, Jack Lasley, Walter Wilson and F. Ed Spooner formed the National Cycling Association, which was destined to eventually control racing in this country. Of the seven founders of the N. C. A., as it is more often called, only one, Mr. Spooner, is now living.

Richard F. Kelsey

Mr. Batchelder was the first chairman of the Board of Control, as the racing board of the new organization was called, and he held that position until he retired about 1902 to take up the secretaryship of the A. A. A., and Mr. Kelsey assumed the chairmanship of the racing body. In addition to his N. C. A. duties Mr. Kelsey was editor of the American Motorist and later editor of Bicycling World and Motorcycle Review when the Swetland interests had control of the latter paper, and the writer worked for the same paper under the late cycling official as an associate editor. He also acted as editor of Bicycle News until that paper was absorbed by Motorcycle and Bicycle Illustrated.

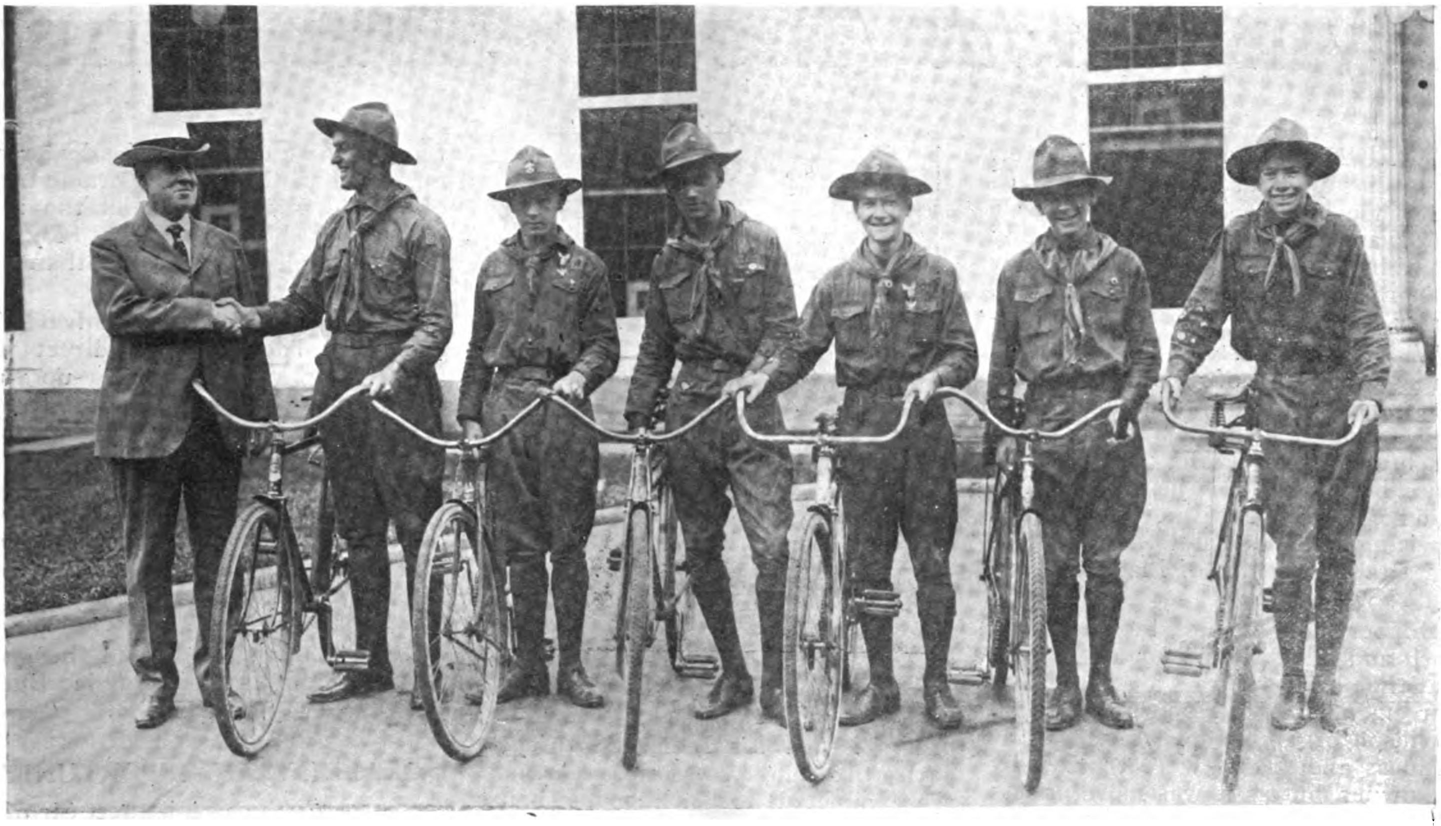
As chairman of the Board of Control of the National Cycling Association, Mr. Kelsey was an arduous worker. The N. C. A. was like a child to him and he always saw to it that the association's interests were well taken care of. Time was when racing was at a low ebb and the need of a controlling association was hardly necessary, but Mr. Kelsey still kept the association intact. His hard work was rewarded when the revival came later and the need of a controlling body was apparent.

During his many years as head of the cycling organization it might be said that it was a one-man organization. It was up to Mr. Kelsey to do all the work. He never flinched, however, and carried on the organization in addition to his other labors. He probably knew cycling and racing men as no other official of his time. He was fair in his handicapping and his treatment of riders was not severe. Although the riders may not have agreed with him at all times there is not a particle of doubt that he tried to administer his office in as impartial a manner as possible. He will be missed around the cycle tracks and also around the cycle trade, where he was well known. At the Newark Velodrome on race days he occupied a corner of the judges' stand, where he did his work in connection with the day's duties. His corner last Sunday was draped with an American flag. It was a token of respect and of the loss that cycling has suffered.

His was a position that was hard to handle, but he handled it in masterly style. His successor will need be a man that has a keen knowledge of the game, that knows cycling and racing men, to carry on Mr. Kelsey's work in the association that means so much to cycling. He worked for the betterment of the pastime and sport almost up to the day he passed away. He paid his last visit to the Newark Velodrome on Wednesday, August 16, the night that the American championship terminated, and he was active in seeing that no detail was overlooked at that meeting, the last that he attended.

Funeral services were held on Monday afternoon, August 21, from his late home at 204 Valley Road, Montclair. Among the mourners were many of his friends in cycling and riders that had raced under his directing hand. Among them were Robert Bruce, F. Ed Spooner, Frank Mihlon, John M. Chapman, Eddie Bedford, Gabe Abieneste, Ernest Schaefer, Harry Mendel, George Wiley, Harold Dibblee, Frank Bohen, John Valentine, Harry Gliesman, Frank L. Kramer, who acted as a pallbearer, and the writer.

His wife and daughter, Mrs. Josephine Rossy, her twin daughters, Josephine and Dorothy, and a sister, Mrs. Mary Mitchell, survive. Interment was at Montclair.



A contingent of Troop 6, Columbia, S. C., Boy Scouts being greeted by Senator Dial, of South Carolina, at the White House after they had been received by President Harding.

Bicycle Show Enthusiasm Grows

By A. B. Coffman

FOUR additional exhibitors have taken space at the National Bicycle and Accessory Show, Atlantic City, N. J., September 13 to 16, included. They are:

Standard Parts Company, Welding Plant, Cleveland, Ohio—manufacturers of bicycle tubing, fork sides, rear stays, rear forks.

Federal Rubber Company, Cudahy, Wis.—manufacturers of the famous Traffic Tread bicycle tires.

The Crosby Company, Buffalo, N. Y.—manufacturers of bicycle fittings.

Bevin Bros. Mfg. Co., East Hampton, Conn.—manufacturers of the celebrated Bevin Bicycle Bells and other bicycle accessories.

A letter received from Mr. B. H. Scott, of the Standard Parts Company, Welding Plant, states that they are preparing a very interesting exhibit and will take particular pains to show the rider, the dealer and the jobber, the high class of material they are furnishing the bicycle manufacturers. In other words, they will conduct an educational campaign during the Show.

The same applies to the Crosby Company, who have made bicycle fittings for many years.

Fred St. Onge advises that he is laying his plans for the big bicycle parade at Atlantic City on September 14, the date that the Show is open to the dealers, riders and the general public. Fred is making his plans to have every school child in Atlantic City take part in this parade.

It goes without saying that the bicycle manufacturers, their representatives, bicycle accessory and part makers and their representatives will also participate and not spectate in this parade.

The New Departure Manufacturing Company, according to C. F. Olin, advertising manager, are making elaborate plans to put on the most attractive exhibit ever staged by them at a Cycle Show. Mr. Olin states that they fully realize the advantage of showing their product to the many thousands at Atlantic City, and are sparing no pains to make their exhibit of such a nature that it will impress the Show visitors so strongly that it will not be forgotten soon.

The National Cycle Dealers' Association Convention Meetings will be held Thursday and Friday afternoon. Mr. G. A. Wenige, of London, Ontario, vice-president, presiding. At these meetings the white line of safety will be taken under consideration and plans worked out so that dealers from various sections of the country can return home, organize the dealers in his city and work as a unit on the city official to make this white line of safety a fact. Mr. Wenige has some very good ideas on meetings of this kind. He invites the manufacturers and jobbers to take part, making what you might term a sort of re-union heart-to-heart talk on Friday.

There is one big outstanding feature that must not be overlooked. These three elements—manufacturer, jobber and dealer, are one large family for boosting the bicycle business and these elements must work in harmony so that all may be successful.

Mr. Wenige reaches Atlantic City the morning of the 14th and will immediately organize the dealers as they come in and register at the Show for these two meetings. The program will give the hour, and the place will be Convention Hall, back of the Exhibit Hall.

Mr. Wenige further states that dealers must realize that this is their Convention and Show and that it is their duty to attend. They all have some good ideas and when these have been expressed at the meeting everyone goes away with something good that will help him in the further conduct and promotion of his individual business.

Make your plans to come.

Clymer *Adds* Another *to His* String

FLOYD CLYMER of Denver, has purchased the business of the Indian Motorcycle Co., at 75 Broadway, Salt Lake City, formerly owned by Lon Claflin, and more recently by Norman C. Hopper, Harley-Davidson dealer.

With this new store which will be managed by one of Clymer's trained personnel, Clymer has four stores. His headquarters is at Denver and he has branches at Greeley and Stirling, Colo., besides the one just acquired at Salt Lake City. He is now selling and servicing Indians in Colorado, Wyoming, Utah, and parts of Idaho, Nevada and New Mexico.

Hopper bought the business last April and it has been conducted since that time by Fay Curtz, a popular former member of Hopper's Harley-Davidson organization. A fair year's business and profits were realized by the owner, but as it was more or less understood that at the expiration of the 1922 season new arrangements would be made. Tommy Butler made Salt Lake his first port of call en route to the coast from the annual Indian Sales Conference at the Springfield factory.

As an evidence of the increasing value of a good motorcycle selling franchise, it is noted that there was lively competition for the privilege of being Indian Dealer at Salt Lake—several of the would-be dealers having very good financial ratings and being otherwise up to a good standard of excellence desired by the factories. However, Butler, who has for many years been close friends with Clymer, decided that "the Live one from Denver" was first choice, and it did not take Floyd very long to make up his mind.

Floyd Clymer

Clymer reached Salt Lake City at noon; and before dark sign painters were busy constructing huge temporary signs for the front, announcing to the world that "This business is now owned by Floyd Clymer, the largest Motorcycle Dealer in the West. Stores at Denver, Greeley, Sterling, Colorado, and Salt Lake,"—etc., and some more,—in Floyd's well known emphatic style; there was a contract signed for repainting the front of the store, repainting and reconstructing the big electric Indian sign, interior sign painting and decorating; the telegraph wires began buzzing with orders to Springfield for Indian Motorcycles and Indian Bicycles;—a contract was immediately signed for display advertising in the leading newspaper; orders issued for Indian Motorcycle parts, tires and accessories and plans are completed for a monster house warming and get-acquainted party, to be staged immediately on arrival of the stock of new motorcycles and bicycles ordered by wire to come out by express—freight is too slow for Floyd Clymer.

The details of the new management, resident manager, etc., are not forthcoming at this writing; but there is small doubt that this news and many other items will be presently and continuously forthcoming from the city of briny drink, for Clymer's forceful entry into this new field is right up to past Clymer style and that means plenty a-doing and plenty of news of what's doing.

"With the new reduced prices and improved values we have motorcycles that the public can afford to buy and afford to run; and motorcycles are so reliable these days that the dealer can amply afford to sell on favorable terms of partial payment and let the rider ride while he pays," says Clymer; "and we shall do better now than ever before."

Geo. E. Hosmer, of Neponset, Mass., and the 1913 Indian which he rides every day. "Believe me," he says, "it can travel some."

An intensive newspaper advertising campaign, backed up by direct mail advertising, and close follow-up work by salesmen is planned and being put into effect immediately; the Scout Club sales plan, so successfully used by many Indian dealers last year, is put into effect. A liberal policy of installment terms is decided upon and will parallel the methods of the other three Clymer stores located in the Western territory.

"Everything's lovely and the goose honks high," says Tommie Butler, and Floyd says Amen.

GRABBING AN OPPORTUNITY

WHEN a decrepit street car of the London, Ontario, trolley system broke down, jumped the rails and then apparently attempted to turn around to proceed back to the carbarns, the *London Free Press* published a mournful report of the death of the ancient public conveyance. G. A. Wenige, proprietor of the Bicycle and Motor Sales Company, "the man who made walking expensive," also seized the opportunity to boost the bicycle with a half-page follow-up display advertisement in which he extolled the merits of Red Bird bicycles as compared with the dying trolley cars of the London system. It was a fine scheme for business.

Wenige reproduced the newspaper's obituary notice for the car along with a picture of the disabled trolley lying across the street in his half-page display and there was also a large illustration of a bicycle.

"Don't take any chances—be your own motorman," read the sensational advertisement. "There are no flat wheels on a Red Bird. Why suffer the bumps. Use your own judgment when you ride—no danger when you speed up. Save 20 cents a day, $1.20 a week or $62.40 a year by riding a Red Bird. Trust your life in safe and sound transportation."

Small paragraphs at the bottom of the display read as follows: "Be Healthy, strong and wise. Red Bird bicycles put the jinx on doctor bills."

"Red Bird bicycles mean safe, sane and economical transportation."

As the street car accident had tied up trolley traffic for an hour and was the talk of the town, Wenige's timely advertising made a fine hit with the residents of London.

Interior of Clift's Store. Note the show case full of cups and trophies

How Clift Put It Over

He Was "Easy" at First But It Was Only at First. Then He Struck His Gait and Has Set a Lively Pace for His Competitors Ever Since

By E. W. Davis

THIS is the eleventh of a series of Dealer Success Stories, which we are sure will interest the readers of Motorcycle and Bicycle Illustrated.

The lessons they have learned; the problems they have solved; the methods by which they have acieved their success have been told to Motorcycle and Bicycle Illustrated by a number of the most successful cycle dealers in the country.

What they have done others may do.

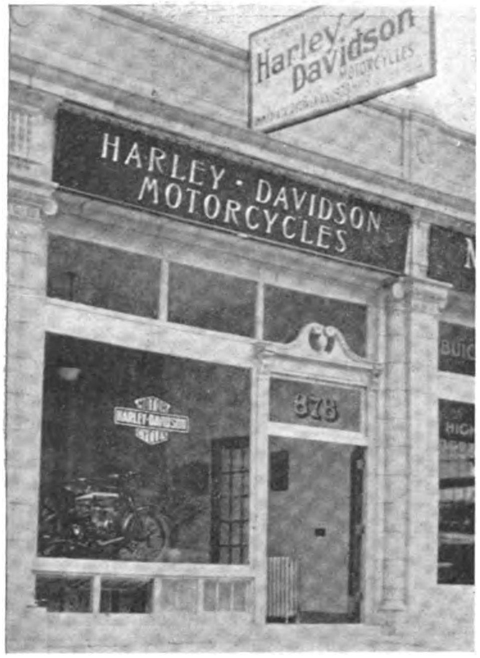
AWAY back in 1905 George L. Clift, the new Harley-Davidson Dealer, of Boston, Mass., broke into the motorcycle game on a Marsh-Metz motorcycle, a machine that was manufactured in Brockton, near Mr. Clift's birthplace, Whitman, Mass. George states that he had one wonderful time with this M-M proposition, and that he obstructed the tariff far more than he broke the speed laws.

For the next few years George did not ride so very much as he was attending the Worcester Polytechnic Institute, where he absorbed sufficient mechanical knowledge to know that the M-M was not the machine of his ideal. He tried several other makes but none of them suited him very well until in 1914 he bought out the Harley-Davidson agency in Worcester from Robert MacDonald, and opened up a store at 705 Main street. Within a month Kendal Sanders went to work for him in the capacity of repair man. He is still Clift's right hand man. At this time Sandy rode an Excelsior, which in Worcester during 1912 and 1913, was running neck-and-neck with the Indian for popularity. As Sandy couldn't very well ride an Excelsior and repair Harley-Davidsons, he blossomed out with a new Harley-Davidson and started in to assist George by winning about every style of competition he entered.

George had his troubles in 1914, for many riders of other makes of machines came in and traded with George, and he states he got the worst end of the bargain most every time, and, at the end of 1914 found himself in the hole to extent of about his salary.

Every one knows in Worcester how George developed in the business line. After the first year anyone that got the better of George in a trade-in had to come around rather late at night, when George's eyes were beginning to close. George gave the riders all their machines were worth, but he has ceased being the easy mark of 1914. During these years George and Sandy had worked out the service proposition to a science.

Not having much money to devote to advertising, George conceived the plan of starting a store delivery business, with the idea of getting the Harley-Davidsons around the streets and more in the public eye. In 1916 he took over the afternoon delivery of the Worcester Evening Gazette, and every afternoon from 2.00 P. M. to 5.00 P. M. he had a fleet of delivery



Classy entrance to Clift's Boston store

NATOLI MAGNETO CORPORATION
HARLEY · DAVIDSON MOTORCYCLES
METRO
BUICKS
878
HIGH GRADE REBUILT CARS

The New Boston Harley-Davidson Agency is in the center of automobile row

vans scurrying through the city and surrounding towns with the supply of papers for the newsstands. When the surrounding towns were shut off on account of snow storms, George would send Sandy and and his crews out with the papers and they got through somehow or other. On one trip to Marlboro, Sandy tipped over half a dozen times in the 15 miles, but finally got through. This was a great advertising scheme and Clift began to work up a large business in delivery vans.

In 1916 a team headed by Clift and Sandy won the famous Two-Flag run of the Worcester Motorcycle Club, from Worcester to the Canadian line and return in 24 hours. There were many competitors, but the Worcester Harley-Davidson team came through with the only team score. Even old "Warhorse" Baker had to hustle to get through with a score. It was in this run that E. B. Holton rode a Cleveland and getting stuck outside of Manchester, N. H., stopped a trolley car and loaded the machine on to the car and got back to Manchester, refusing to pay for the transportation of the machine, claiming it was simply baggage.

In 1917 Mr. Clift moved the agency to 852 Main Street along with the Indian agency, where he stayed until he purchased a new building at 945 Main street in 1921, and again moved in February, 1921, a fire completely destroyed his store at 852 Main Street and for the next three months, he did business in a temporary location while having a new building built.

In 1920 Clift went after the Police business in Worcester for all he was worth and finally sold nine machines. The Worcester police still use Harley-Davidsons. There are 18 sidecar outfits in Worcester.

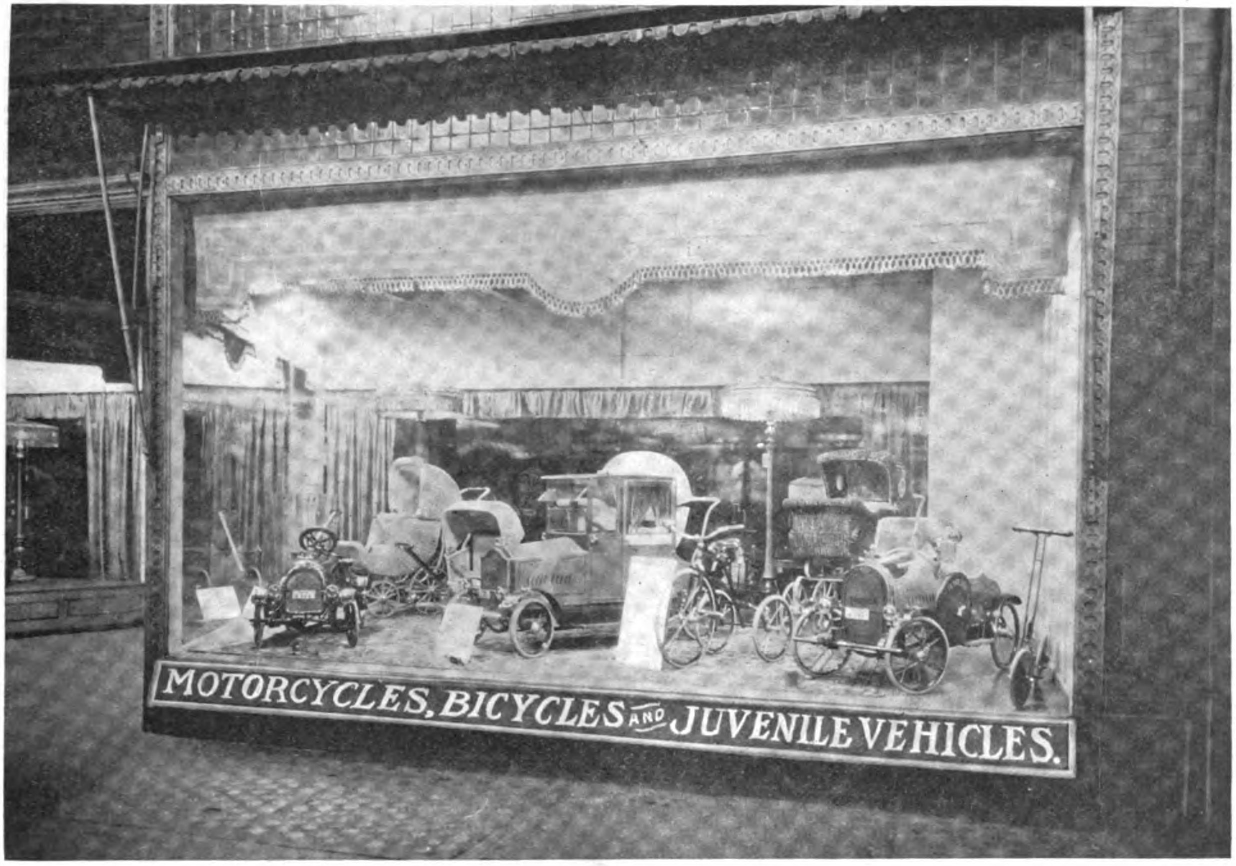
As Boston is the largest field in New England the Harley-Davidson factory were particular about a man for that territory. Some might have been O. K. but few had sufficient financial ability to swing the deal. Pressure was brought to bear on George Clift to such an extent that late in July he sold out his Worcester agency to O. T. Sheldon, formerly of Barre, Mass., and New London, Conn., and about the first of August, opened up the new Boston store at 787 Commonwealth Avenue, just opposite the Youth's Companion building.

George L. Clift's business-getting smile

He secured the services of Percy Seers, the former head salesman of W. J. Walker Co., Boston, and placing the old reliable Sandy in charge of his repair room, with Fred Norquist as first assistant, and commenced to function right at the start. The new agency is right in the center of Boston's automobile row, close enough to the center of the city to be handy and just far enough so that the riders can park their machines outside of the store without violation of traffic rules, etc. The first two weeks fifteen outfits left the agency and the sale of parts and accessories has been doubling every week.

The repair department is in the basement of the store, but is very light owing to the fact that the back of the repair department is on the ground level at the back.

Mr. Clift's business success in the motorcycle game, in my opinion, is largely due to his pleasant personality, the ability to establish and carry out a definite business policy, and last but not least an efficient accounting system. While George never posed as an accountant, he has a better grasp on business accounting than half the pen pushers in Boston. He always knew what a thing was costing him. Many dealers do not know whether their repair department pays or not, but George does. He kept strict account of his labor, for instance, and knew just what it cost him to put a trade-in-machine in saleable condition. In fact, all cost of rebuilds were charged to his Used Machine Account. Up to date he has kept his books, himself, and the Lord help the bookkeeper that is about to take charge of them in his Boston store. She, for it is to be one of the more deadly sex, has got to be mighty careful, for George won't stand for sloppy work.



SELLING YOUR SIDE LINE

By Wm. L. Dicmer, President of the American-National Co., Toledo, O.

SPECIALIZATION is the cry of the age, and the more specialized a merchant's trade, the more modern and cosmopolitan he feels himself. His establishment, thinks he, should be a far cry from the old general store which his father, perchance, kept on the same corner. And so we have the hardware store, the grocery, the drug store, the furniture store, the bicycle store and what not. But specialization means limitation, lessening of scope and horizon, and as such is dangerous—dangerous not to the consumer, but to the merchant, for many lines are seasonal and do not have a year 'round appeal. So the far-sighted dealer after choosing his main line, seeks a side line or two, preferably something that will connect in some way with his regular stocks.

Sometimes these side lines seem naturally to gravitate to a particular store, seem to belong to it, as it were. For instance, the juvenile vehicle line seems to dovetail with motorcycles and bicycles and frequently becomes an important factor in the business. The sales effort of the organization determines just how important that factor is.

A prominent bicycle store on one of the main thoroughfares of a large city has been carrying juvenile vehicles for some time. They had, however, considered them a side line and made no particular effort to push them. But the depression came, and business reached a stage when every department in that store must justify its existence. The juvenile department, it was decided, must prove its worth or be discontinued.

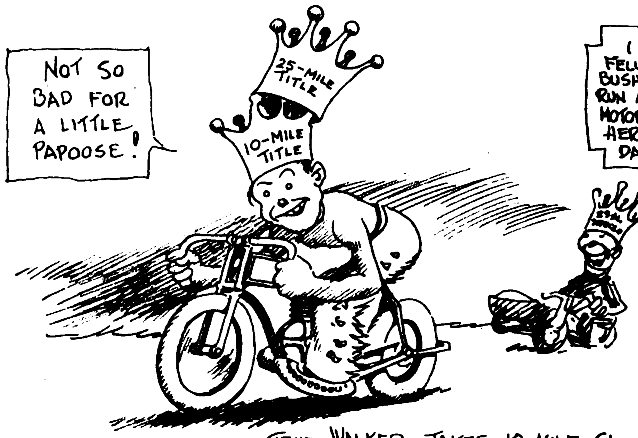
The window trimmer planned the display first with an eye to general attractiveness, so that the grown-ups would glimpse it as well as the kiddies.

The articles selected had an appeal to every age of child. There were baby carriages and strollers to catch the attention of the mothers; kiddie bikes were included to interest the tiny child, with scooters for the next age. For the little girl, a gleaming tricycle was placed in a convenient corner. The little boy's interest was sought by velocipedes, fire apparatus and automobiles of every description. The most prominent feature of the exhibit was a coupe that duplicated in practically every detail the sure 'nough grown-up machine. As this coupe was a new model, it attracted the most attention.

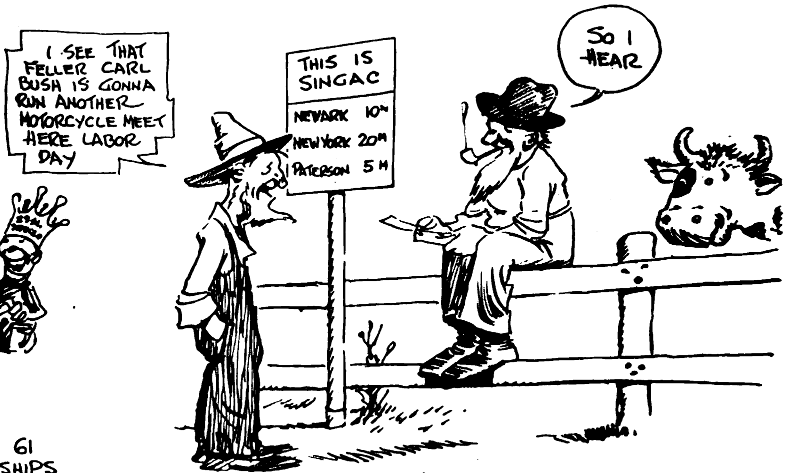
A chance incident served to focus the attention of passers-by on the window and gained for the store some very valuable publicity. A little child who had come into the store with his mother was gazing in rapt attention at the roadster in the corner, the hood of which was up, disclosing a dummy engine. One of the clerks noticed the child's eagerness and asked him if he would not like to step into the window and play with the car. The youngster needed no urging and jumped into the window. He was so happy in examining the windshield wiper, the little parking lights, the spare tire, and the little tool box with its Alemite gun, a small edition of the one his father used, that he did not notice the crowd that began to gather. Then it was passed around the store that any child who came in was to be asked to play in the window. The crowds became so thick that the photographer who was to take a picture of the window was unable to get through, although he came both morning and afternoon. The picture was finally secured after dark, when the store was closed and the street practically deserted.

The attention of the public was directed toward the store and concerted effort on the part of the sales force did the rest. There was no doubt but that the juvenile department had justified itself.

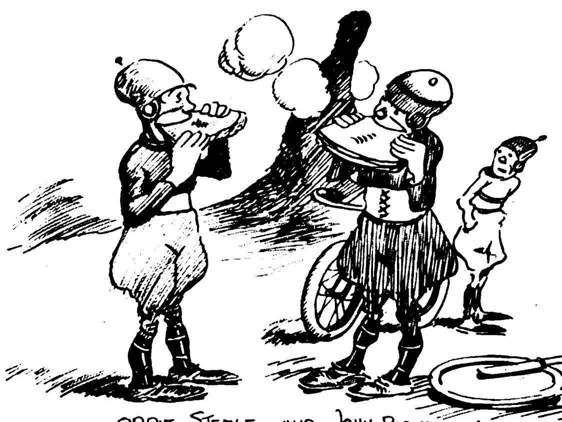
WEEKLY WHIRL of WHEELS


NOT SO BAD FOR A LITTLE PAPOOSE!
25-MILE TITLE
10-MILE TITLE

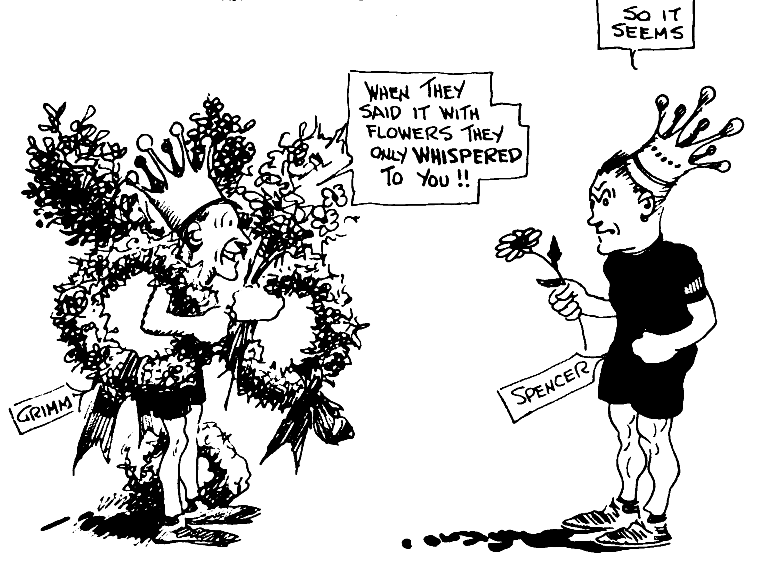
GENE WALKER TAKES 10-MILE 61 AND 25-MILE 30.50 CHAMPIONSHIPS AT MILWAUKEE AND RALPH HEPBURN CAPTURES 25-MILE SIDE-CAR TITLE BOTH RIDING INDIANS


I SEE THAT FELLER CARL BUSH IS GONNA RUN ANOTHER MOTORCYCLE MEET HERE LABOR DAY
THIS IS SINGAC
NEWARK 10M
NEW YORK 20M
PATERSON 5M
SO I HEAR

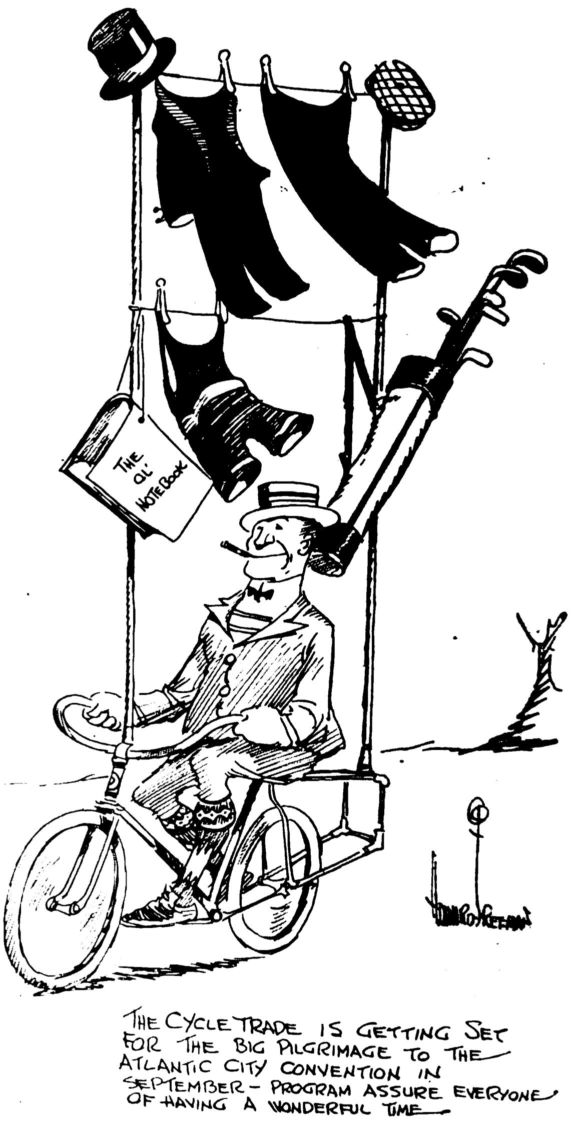
AH, YES, BIG DOINGS AT SINGAC LABOR DAY



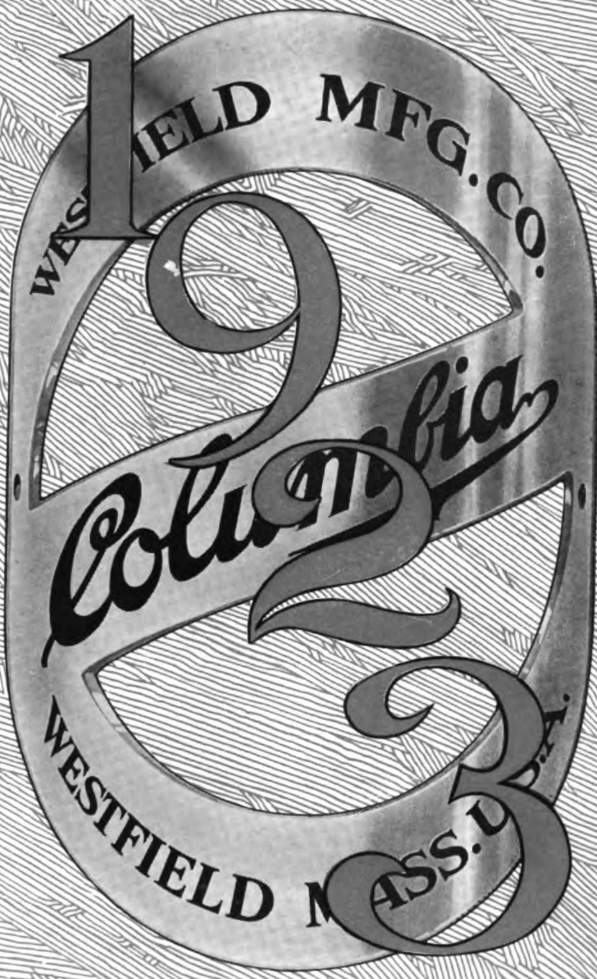
ORRIE STEELE AND JOHN BICKELMAN GRAB MOST OF THE "PIE" IN THE WORCESTER HILL CLIMB


WHEN THEY SAID IT WITH FLOWERS THEY ONLY WHISPERED TO YOU!!
SO IT SEEMS
GRIMM
SPENCER

THE TWO WILLIES, GRIMM AND SPENCER, ARE CROWNED CHAMPIONS MIDST FLOWERS AND TOURS DE HONOR AND OTHER FORMALITIES


THE OL' NOTEBOOK

THE CYCLE TRADE IS GETTING SET FOR THE BIG PILGRIMAGE TO THE ATLANTIC CITY CONVENTION IN SEPTEMBER—PROGRAM ASSURE EVERYONE OF HAVING A WONDERFUL TIME


1923
WESTFIELD MFG. CO.
Columbia
WESTFIELD MASS. U.S.A.

At prices lower than before the war—
yes—at prices lower than ever before
in the History of the Columbia!

1923
Columbia Equipment Features

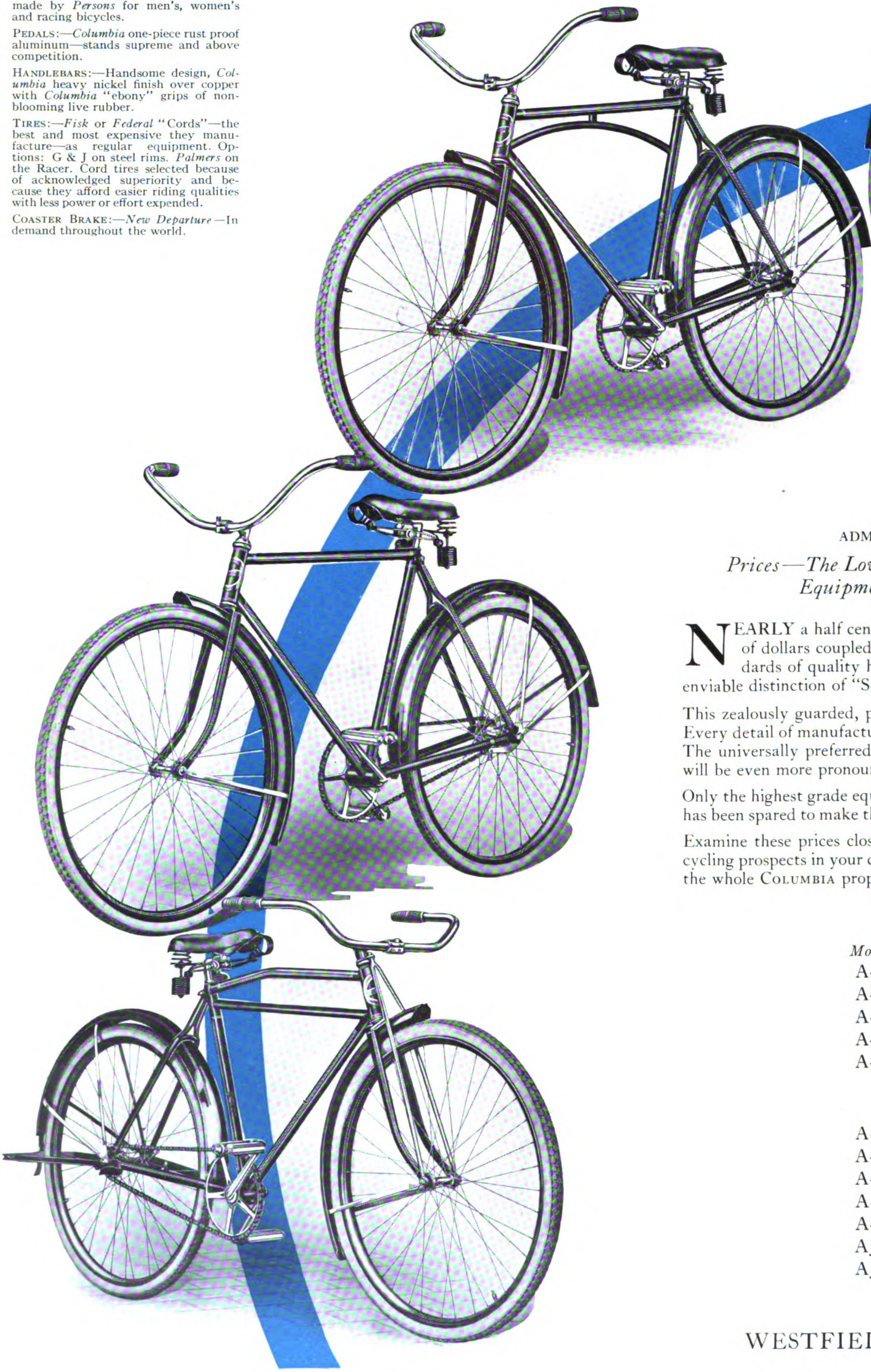
SADDLES:—The highest priced and best made by *Persons* for men's, women's and racing bicycles.

PEDALS:—*Columbia* one-piece rust proof aluminum—stands supreme and above competition.

HANDLEBARS:—Handsome design, *Columbia* heavy nickel finish over copper with *Columbia* "ebony" grips of non-blooming live rubber.

TIRES:—*Fisk* or *Federal* "Cords"—the best and most expensive they manufacture—as regular equipment. Options: G & J on steel rims. *Palmers* on the Racer. Cord tires selected because of acknowledged superiority and because they afford easier riding qualities with less power or effort expended.

COASTER BRAKE:—*New Departure*—In demand throughout the world.



Colu

ADMITTEDLY THE WORLD'S BEST BIC

Prices—The Lowest in Columbia History.
Equipment—The Best in Columbia H

NEARLY a half century of vigorous and continued, pre
of dollars coupled with the soundest of merchandisin
dards of quality have registered the name "COLUM
enviable distinction of "Standard of the World".

This zealously guarded, progressive policy of the COLUMBIA
Every detail of manufacture will be guarded with the greatest
The universally preferred construction features upon which
will be even more pronouncedly reflected in the twelve attra

Only the highest grade equipment obtainable—the best that t
has been spared to make the 1923 COLUMBIA the most talked o

Examine these prices closely. Consider the known high qual
cycling prospects in your city. Study the equipment and const
the whole COLUMBIA proposition with anything you have eve

Superb Models —

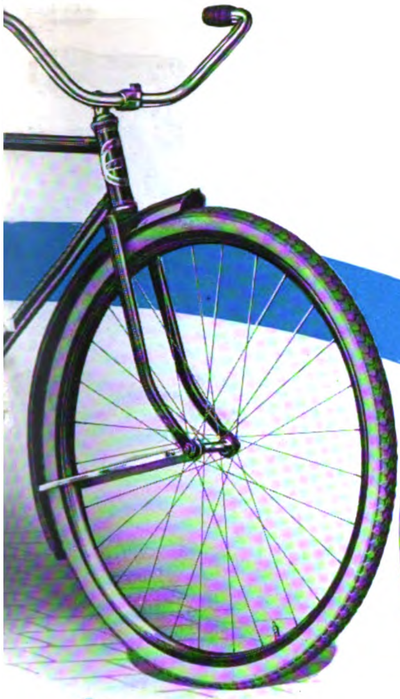
Model	*Name*
A-1	Coumbia Superb
A-2	" Junior Superb
A-3	" Archbar "
A-4	" Motobike "
A-5	" Racer

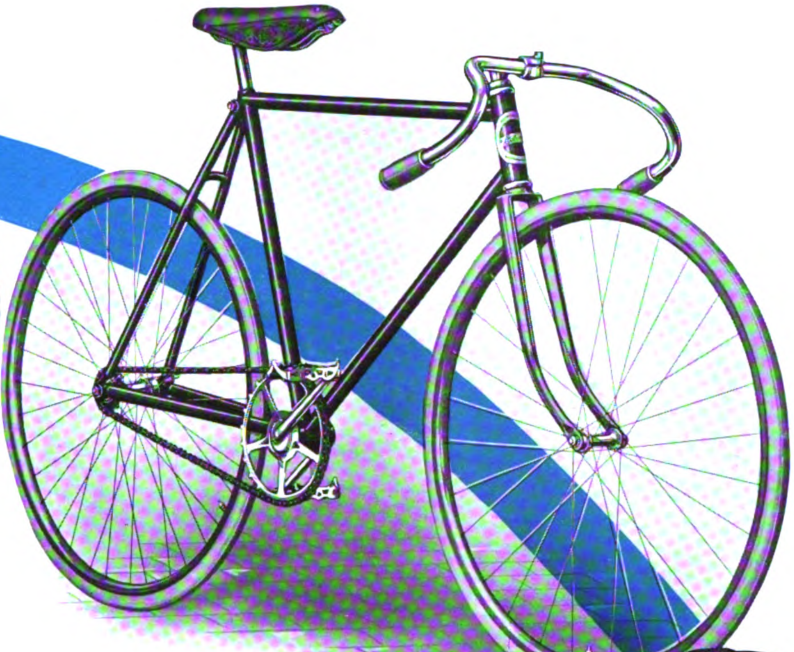
Roadster Models

A-6	Columbia Roadster
A-7	" Junior Roads
A-8	" Archbar "
A-9	" Motobike "
A-10	" Women's "
AJ-11	" Boys' Juvenil
AJ-12	" Girls' "

ALL PRICES F. O. B. FACTO

WESTFIELD MANUFACTURIN





1923
Columbia Construction Features

The *Pope* spun steering head originally conceived by the *Columbia* makers. Admittedly the strongest type of frame head construction every developed. Copied but never equalled.

Columbia Two Piece and One Piece crank hanger construction. Millions in use throughout the world. Known to be always satisfactory and with added improvements for 1923 now better than ever. Cranks of special analysis steel scientifically heat treated by accurate process.

Drop forged rear frame toe pieces and handsome oval rear stays adding to strength and attractiveness of mount.

All material carefully chosen to reflect *Columbia's* position of leadership regardless of price. Handsome enamel finish, hand rubbed. Durable and lasting.

nbia
BICYCLES

CLE AND BETTER TODAY THAN EVER

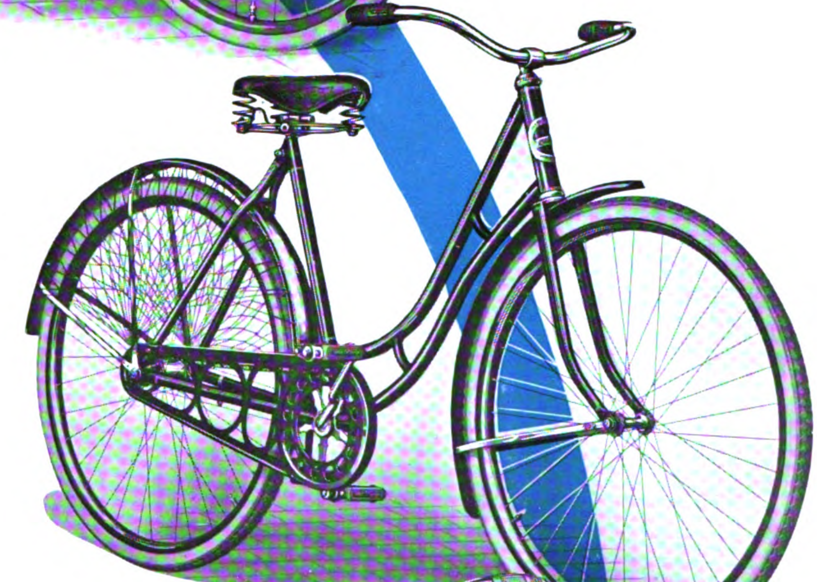
Quality—The Best Columbia ever produced.
tory and the Finest the market affords.

ige building advertising involving an expenditure of millions
methods and the strictest maintenance of established stan-
IA" indelibly in the minds of the public and won for it the

akers will be still more effectively pursued during 1923.
f scientific care and attention, by skilled Westfield engineers.
ave been built the COLUMBIA's inimitable service record
ve models of the 1923 offering.

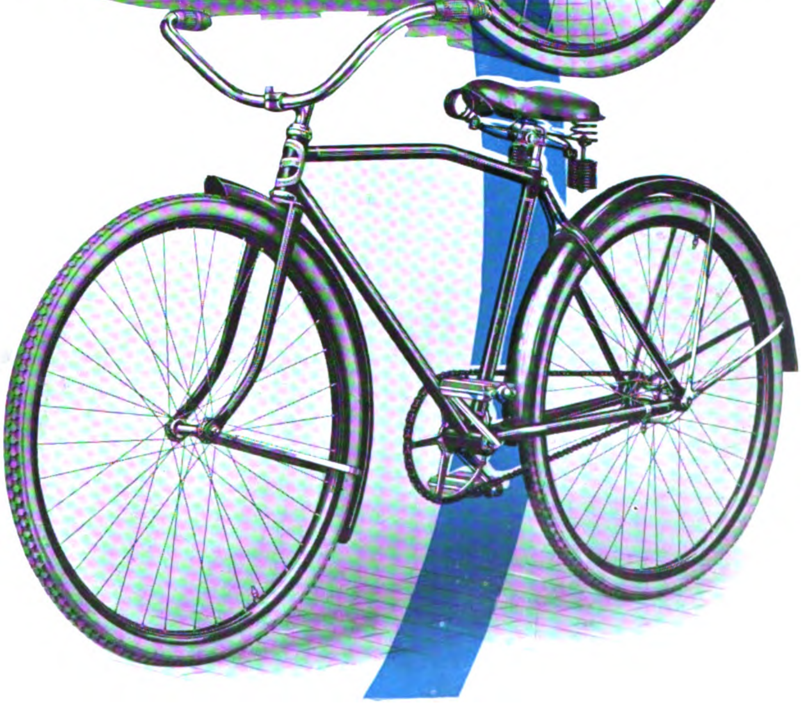
American market affords will be used. Absolutely no effort
sensationally attractive bicycle value in the industry.

ies of the COLUMBIA and its standing in the eyes of the
uction features of the coming season's models. Then compare
y heard of before.



wo-Piece Hanger

		1923 List Price
	Last Season's Prices $42.50 to $60.00	**$37.50**
		37.50
		39.00
		41.00
		45.00
		$35.00
r		**35.00**
		36.50
		38.50
		37.50
		32.50
		32.50



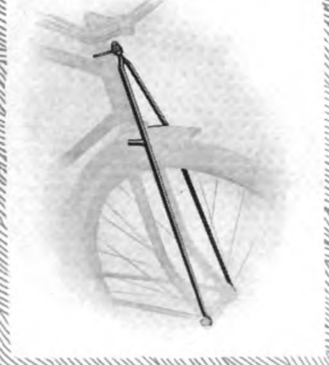
Y AT WESTFIELD, MASS.

G CO. - WESTFIELD, MASS.

Think what the Columbia dealer franchise means to you—Mr. Dealer!

Westfield
Westfield
PAT. APP. FOR

The new Westfield One-Piece Aluminum Pedal, an unexcelled equipment feature of the 1923 Columbia line.



New style Columbia Truss Fork, giving strength and rigidity besides adding *to* beauty of mount.

Note the handsome oval Rear Stays—a distinctive feature of Columbia adult bicycles adopted for 1923.

THERE are three fundamental principles of merchandising upon which success for a product can be built. These principles were originally voiced by Col. Albert A. Pope when he said: "Make a good product, advertise it well and sell it to each and every one at the same price."

This spirit has always permeated the Columbia Organization from the days of its founder which accounts for the COLUMBIA's many decades of unfaultering leadership. A more striking realization of its significance is afforded, however, with the announcement of the COLUMBIA policy for 1923.

The elimination of unnecessary models, multiplicity of parts, etc., the purchase of the raw materials of manufacture in large quantities, the readjustment of labor and overhead expense, together with the utter concentration of effort on certain specified processes of manufacture, have made possible the improved quality of the COLUMBIA and the unheard of reductions in the prices of these famous machines.

COLUMBIA's mammoth advertising campaign is bound to reach every cycling prospect in your territory. It goes without saying that these prospects will appreciate what it means to be able to secure a standard, high-grade COLUMBIA bicycle at a price lower than that of an ordinary bicycle.

Never before has such an unusual opportunity been offered for cashing in on the popularity of COLUMBIA bicycles. More COLUMBIAS will be sold in your city during 1923 and you owe it to yourself to investigate the new COLUMBIA territorial franchise plan.

Distribution west of the Mississippi will be secured exclusively through distributors whom we will appoint. All distributors are urged to communicate with us at once to make arrangements for the handling of the line in their respective territories.

WESTFIELD MANUFACTURING CO.
WESTFIELD, MASSACHUSETTS

What Motorcycle Clubs *and* Riders Are Doing

LUDLOW NOW A SPEED COP

Los Angeles, Cal.—Fred Ludlow, former racing star, landed on the South Pasadena traffic squad last week and now is a pal of Bill Church. What a fine chance a speeder has got to flicker by with Bill and Fred on scout duty.

REFEREE POSTPONES RACE

Springfield, Mass.—The race meet scheduled to be held on the Eastern States Track, Saturday afternoon was called off by Referee George Ellis because of the soggy condition of the track after a heavy rain. Weather permitting the races will be held Saturday, August 26. Sanction has also been obtained for time trials and it is expected that some half mile records will be broken.

GOLDEN GATE CLUB NEWS

San Francisco, Cal.—The Golden Gate Motorcycle Club has arranged for a run to Boyes Springs, August 19 and 20. Arrangements have been made for a feed and there will be a polo game and a baseball game between the members of the club. Everyone is looking forward to the big watermelon feed at Sacramento on September 4th.

SECTIONAL CLIMB AT MARION IND.

Marion, Ind.—The Entronuse Motorcycle Club has plastered the surrounding country with posters and hand bills announcing the North East Sectional Hill Climb to be held Labor Day. The hill chosen for the event is claimed to have 67 per cent grade. Several motorcycles in attempting the grade have turned over backwards. It is expected that many of the star climbers of the middle west will compete.

ROYLANCE HOME AGAIN

San Francisco—Le E. Roylance, shop manager of the Harley-Davidson Agency, in San Francisco who took part in the national hill climb at Rochester was held up on his way home by the strike at Ogden, Utah, for eighteen hours, during which time the passengers were not permitted to leave the coaches as it was expected that the train would leave at any moment.

CROMNIE GOES A FEW

San Francisco, Cal.—Dave Cromnie, a San Francisco rider returned from the annual Crater Lake run with some interesting experiences to relate. Cromnie declares he made the entire trip on high gear in spite of the fact he had a full load in the side car and the roads were often in bad shape. The round trip from San Francisco to Crater Lake is approximately 1200 miles. Cromnie states that he averaged 54 miles to the gallon of gasoline and 135 miles to each quart of oil. He carried 514 pounds of luggage in the side car, this record is exceptionally good. So bad were the roads that three tires were worn out on the trip. He rode a 1912 Indian.

CRANE CLEANS AT PORTLAND CLIMB

Portland, Ore.—"Wild" Bill Crane, and his Harley-Davidson cleaned up in the third annual hill climb promoted under the auspices of the Oregon Journal. He was the only rider to go over the top, and won both the 61 and the open events. The novice event was won by H. Best, also riding a Harley-Davidson. He went up 153 ft. B. Malston on a Harley-Davidson climbed 129 ft. and H. Lang, Excelsior got up 120 ft. in the same event. In the 61 event, Crane went up 151 ft. 9 inches. Best marked 142 ft. 8 ins. and F. Gilbert, Harley-Davidson, got 139 ft. 4 in. In the open event Crane went over the top in 72 seconds. Malston got 142 ft. 9 inches, just one inch better than Crane did in the 61 event, and Best registered 133 ft. 6 inches. Thus ended a Harley-Davidson day.

THREE-STATE ENDURANCE

Reading, Pa.—That the Three-State Championship endurance run on August 26, under the auspices of the Reading Motorcycle Club, will be a success is certain. The Reading Club will spend its share in the awarding of the medals, and have asked the manufacturers to help out with the prizes, and they have responded to the satisfaction of the committee. The route will follow the William Penn Highway to Harrisburg, the first check. The next control will be at Chambersburg, and the third one will be at Baltimore. Leaving Baltimore the riders will come home through Wilmington to Collegeville. The mileage will be about 325 miles. The solos will travel 24 miles per hour, and the rest of the field 20 miles per hour. The committee is asking the clubs in the towns that the riders will pass through to guide the contestents through as this helps them a whole lot. The first man will leave the club at 12 o'clock midnight, and will arrive home about 3 o'clock on Sunday afternoon. This makes it possible for the out-of-town riders to come as they can come Saturday, and the run will finish in time for them to go home Sunday if they want to. To make it attractive, the club has offered two prizes. One for the club bringing the most entries, and the other for the rider coming the furtherest distance.

LABOR DAY AT POTTSTOWN

Pottstown, Pa.—The entries are coming in fast for the Championship motorcycle races on Labor Day. The race meet is held by the Pottstown Automobile Asso., under the supervision of Armour Anderson of Reading, Pa. Due to the track being fixed up, and treated with calcium chloride, the races will be dustless, making it a comfort for the riders and the spectators. The track record of 49 seconds will be lowered if it is up to the track as the Association is fixing it up in grand shape. There will also be steel bleachers erected, making it better for the public as in the past after the grandstand had been filled to capacity, the rest of the crowd had to stand. The Association offers camping privileges to the riders coming from out of town. Headquarters for the racing men will be at 115 High St., Pottstown, where the machines will be taken care of by the association free of charge.

RACES AT WASHINGTON, D. C.

Washington, D. C.—Fred Fretwell, riding a Harley-Davidson, won the Hazleton cup in the three-mile championship motorcycle race, and also won the open ten-mile motorcycle race here July 29. The half-mile bicycle championship went to V. Messineo, who won a gold watch and a $25 gold medal. The results:

Half-mile bicycle championship—V. Messineo, William Daley, R. Payne, M. Sencendiver, S. Munitz, P. Messineo, and J. Nagoua.

Three - mile motorcycle race — Novice: Ralph Bean, Charles Crawford, J. H. Frazer, F. Fretwell, and Harry Fuchs. Time, 4:43.

Ten-mile open motorcycle race—F. Fretwell, Ralph Bean, Charles Crawford, Joe Cooksey, Harry Fuchs, "Cyclone" Fendall. Time, 12.37.

Three-mile championship motorcycle race, for Washington riders only—F. Fretwell, "Cyclone" Fendall, and Charles Crawford. Time, 4:30

Five-mile motorcycle race with sidecar—"Speed" Connors and George Keller; George Green and I. Kaart. Time, 6:15.

BAY RIDGE CLUB DOINGS

Brooklyn, N. Y.—The little social time planned by the welfare committee of the Bay Ridge M. C., at their new club rooms at 89th street and 4th avenue, turned out to be one of the largest and best of the past season. Not only did the expected things happen but a great many other things that were not on the program. Everyone was there, even Stubby, the flying reserve cop. But before we go on with the rest of the various details, let us say a few words for the work done by Mr. Harper and wife in regards to the eats and other refreshments; they certainly had their hands full with such a gang as was present. Wherever all the single members managed to get a sweetheart from we don't exactly know. But the writer seems to recall some of their faces on different runs we have taken in other places than Brooklyn. Also let us all take our hats off to Mr. Wm. Olson and partner; they certainly are some "Jazzers." But again let us stop and give a little paise to our jazz band, our own of the B. R. M. C. The leader, Mr. Nater, claims Paderewsky has nothing on him, so you can judge for yourself. Our famous comedy team, Al Quarnstrom and little George Bley, if they were not foolish they acted that way. On the run to Rye Beach the next day, some seemed to be still at the party the way Al Olson was displaying his fancy hat. Al Quarnstrom, on the way home from Rye Beach, seemed as if he needed more than the road by the way he was using other members mud guards for a brake.

CUT OUT THE DEAD WOOD

Philadelphia, Penna.—Concentration, competition and capacity were the features that came up for special attention at this week's meeting of the Motorcycle Club of Philadelphia—concentration of genuine live-wire membership by weeding out dead timber and making it an organization of 100% active motorcyclists who take real interest in promoting the sport; competition of every kind that keeps interest smoking hot, including race meets, hill climbs, road runs, stunts, etc; and capacity was demonstrated by the quantity of ice cream, soft drinks and other refreshments which were consumed as the final activity of the evening before going home. Club officials have found that progress is hindered rather than helped by having on its membership list a number of the sort who never help carry out constructive plans but sit back idly and criticise those who do work. So they subjected the club roster to a decisive boiling down for the good of the order. All whose dues were not paid were dropped with a thud. Individuals who have been chiefly conspicuous for sounding the refrain "What do I get for my fifty cents" were crossed off the list so that they will have no further need of pondering the problem. Every name retained for future membership is one that passed scrutiny as a booster, a worker and a loyal enthusiast. The next big event on the club's contest program is of course the Prize Tour scheduled for September 3-4th. The dealers of Philadelphia are waking up to the value of this Tour as a means of stimulating interest and building increased business, and are active in spreading the word among their riders and enlisting entries, since each desires as many as possible of his make of machines in the run so as to make a good showing. The prize list for the Tour is very attractive, with medals for all who finish and a number of special accessory prizes for the better scores in various classes. A couple of weeks after the Prize Tour the club will hold a hill climb, at which abundant action and plenty of thrills are promised. A Turkey Run for Thanksgiving Day is already well planned out, and a couple of other events are being arranged so as to have plenty doing in the intervening period.

SANCTIONS ISSUED

RACE MEETS

Aug. 26—Springfield Post No. 21, American Legion, W. Springfield, Mass. Sanction 713.

Sept. 4—Neill & Norcross, Greeley, Colo. Sanction 652.

September 4—W. H. Diener, Pottstown, Pa., Sanction No. 704.

Aug. 25—H. P. Murphy, Flemington, N. J. Sanction 715.

Aug. 27—Long Beach Motorcycle Club, Long Beach, Cal. Sanction 696.

Sept. 10—Rome Racing Association, Rome, N. Y., Sanction No. 722.

Sept. 3 and 4—E. F. Wegner, South Bend, Ind., Sanction No. 726.

Sept. 17—Mid-West Racing Association, Miami, Ohio, Sanction No. 727.

Sept. 4—Motor Racing Association, Singac, N. J., Sanction No. 728.

Aug. 31—Larimer Co. Fair Association, Loveland, Colo., Sanction No. 729.

Aug. 19 and 20—Art Ross, Montreal, Canada, Sanction No. 730.

Sept. 3—St. Louis Motorcycle Club, St. Louis, Mo., Sanction No. 732.

Sept. 4—Raymond A. Garrity, Lockport, N. Y. Sanction 718.

Sept. 8—H. P. Murphy, Philadelphia, Pa. Sanction 717.

Sept. 15—H. P. Murphy, Mount Holly, N. J. Sanction 716.

Sept. 16—H. P. Murphy for New York State Fair, Syracuse, N. Y., (Including 5 and 25 mi 61-in. Solo; 10 mi. 61-in. Sidecar). National Champ. Sanction 714.

HILL CLIMB

Aug. 27—Queensboro Motorcycle Club, Corona, L. I. Sanction No. 710.

ENDURANCE RUNS

Aug. 26-27—Reading Motorcycle Club, Reading, Pa. (No route given). Sanction No. 719.

September 3—Chicago Motorcycle Club, Chicago, Ill. Sanction No. 705. (Route: Chicago, Ill., Crown Point, Rensaeller, La Fayette, Ind., Hoopeston, Momence, Chicago, Ill.)

Sept. 3 and 4—Orange Co. Motorcycle Club, Santa Ana, Cal., Sanction No. 720.

RELIABILITY TRIAL

Sept. 4—E. H. Lueck, Chippewa Falls, Wis., Sanction No. 723.

SECTIONAL HILL CLIMB
(East, North, Central)

September 4—Entronuse Motorcycle Club, Marion, Ind. Sanction No. 708.

With *the* Trade

READING STANDARD RECEIVERSHIP

Reading, Pa. — The American Hardware Corporation, organized under the laws of the state of Connecticut, through Attorney Randolph Stauffer, has instituted equity proceedings against the Reading Standard Company, asking for the appointment of a receiver to take charge of the property of the defendant corporation, which the plaintiff alleges is insolvent and unable to meet the current indebtedness as it falls due.

At the same time that the bill was filed, the defendant company, through Attorney Ellwood H. Deysher, filed an answer, admitting the facts in the bill and joining in the petition for the appointment of a receiver.

The court appointed President Arthur E. McGavin of the Reading Standard Company, temporary receiver to take charge of the property of the Reading Standard Company, and to conduct the business until a permanent receiver is appointed. A hearing for the appointment of a permanent receiver will be held on Tuesday, Sept. 5. The bond of Mr. McGavin was fixed at $50,000.

The plaintiff, in its bill, states it is a creditor of the defendant in the sum of $27,669.24, all of which is overdue. It also sets forth that it is a stockholder of the defendant company, owning 126 shares of the preferred stock.

The bill recites that the defendant corporation has its principal place of business and factory at 500 Water street, Reading, and is engaged in the business of manufacturing and selling motorcycles. The plaintiff avers that the defendant corporation has an authorized capital stock of $300,000, divided into 3,000 shares of $100 each, of which $200,000 is preferred stock and $100,000 is common stock.

There is issued and outstanding $184,300 par value of preferred stock and $100,000 par value of common stock.

The assets of the defendant corporation are valued at $291,743, according to the bill, these consisting of a three-story factory building with auxiliary buildings, between Water street and the Schuylkill Canal, with a frontage of 412 feet on Water street, valued at $46,240; machinery, patents and equipment in factory, $114,945; cash and accounts receivable, $23,480; material finished and in process and operating supplies, $107,078.

The plaintiff alleges that the liabilities of the defendant corporation amount to $694,240 consisting of mortgages on real estate, $90,000; accounts payable and trust funds, $106,223; notes payable, $497,370; accrued taxes, $700.

The plaintiff, after claiming that the defendant corporation is insolvent, alleges that many of the creditors of the defendant corporation are pressing their claims for payment. It avers that one creditor has brought suit against the defendant corporation and that others are threatening to bring suit and attach the property of the defendant corporation, and to press, by various other measures, their respective claims.

Such action, the bill states, the plaintiff believes will result in judgments, executions, seizures by law and enforced sales of the property of the defendant with the inevitable consequence that the business will be stopped and its assets dissipated with great loss to the corporation, its creditors and stockholders.

The bill states "that the defendant corporation has large stocks of merchandise and materials in process of manufacture into motorcycles, which are of little value when sold at forced sales, but when converted into finished motorcycles will be of great value; that a sale of the corporation assets as a going concern will realize large sums for its creditors, but should any of the creditors succeed in the enforcement of their claims, compelling the defendant to suspend its business and dissipating its assets, it will work irreparable injury, damage and loss to the plaintiff and to all other creditors of the defendant corporation."

The answer filed admitting the facts in the bill is signed by A. E. McGavin, president of the company.

"USCO" ELLIS JOINS HARLEY-DAVIDSON

Milwaukee, Wis.—Harley-Davidson has further strengthened their battle front by the addition of another salesman, George "Usco" Ellis. His addition makes a total of fourteen Harley-Davidson salesmen now on the road, helping and working with dealers, to make 1923 a big year for the Milwaukee-made stock champion. Years ago, Ellis was christened with the unique monicker "Usco," while working as a road salesman with the United States Tire Company, New York branch. Even after Ellis left the tire business and went into the motorcycle business, as a Boston branch manager, the nickname, "Usco," went with him. Ellis is the active type of a motorcycle enthusiast. He has been a leader in week-end runs, Gypsy Tours, and other motorcycling activities in and around Boston, during the past few years. Among other offices he has held in the promotion of the motorcycling sport, he was a director of the Massachusetts Riders' Association. Ellis will travel the New England territory and work with F. G. Coolidge, New England branch manager for the Harley-Davidson factory.

GEORGE A. ELLIS

SEISS AMONG THE "WETS"

Toledo, Ohio—George Seiss, President and General Manager of the Seiss Mfg. Co., has been travelling in Europe for the past month, and is not expected back until some time in September. Before leaving, his brother, August J. Seiss, Secretary-Treasurer of the firm, asked him if he did not intend leaving some addresses where he could get in touch with him. "Surely," he nonchalantly replied, "page me at any beer garden, August." Well, we say here's hoping; ain't it a grand and glorious thought. But seriously, Mr. Seiss states that under present conditions they have no reason to complain, business has been very good. He regrets that he will not able to attend Atlantic City doings, because his brother being away. But he states that he will be among those present in New York in February, when he hopes to greet his many friends and customers.

PENOYER ON ADVERTISING SALESMEN

Toledo, Ohio—C. A. Penoyer of the Rollaway Co., Toledo, cracked a good one the other day. "In old days advertising salesmen used to test my humor by telling me a joke, but now they always inquire about my golf." He wonders how they found out he plays golf. Sorry we are going to miss him at Atlantic City this year; local attractions too great. Toledo is going to have an industrial fair about the same time, as he states, Atlantic City has its raving bathing beauties, but a seven-cent trolley to the fair, will be plenty attractions in feminine form, yes, bathing beauties, if you please. So, why Atlantic City? But he whispered confidentially he would turn up in the village by the sea in February, booth, n'everything. Among the missing in balmy September, but alive and with us in chilly February.

OUR POETIC SUBSCRIBER

Motorcycle and Bicycle Illustrated:—
Dear Friend, keep still,
Over my belated Bill.
I was not here,
Just returned from the land of beer.
And if you still
Are longing for that two dollar bill,
Here it is; don't let me miss
Your magazine.
It would be a crime.
—Creek Koene, Baltimore, Md.

GORDON WITH A TANK FULL

Syracuse, N. Y.—E. K. Gordon, the peppy sales manager of the Ner-A-Car Co., Syracuse, N. Y., is a rabid motorcycle de luxe enthusiast, and spends much time on his machine. "There's nothing like passing a summer's day with a tank full of gasoline and a good road ahead," says E. K. Guess he's right. Yes, he also manages to sell a goodly number of machines. Pleasure and business besides. "Ain't nature grand."

STEWART-WARNER SALES

Chicago, Ill.—Stewart-Warner Sales for the second quarter established a new high. The sales ran ten per cent. over the previous record quarter a year ago. July sales are running 50 per cent. over sales a year ago.

KAY BEE BUSY

Los Angeles, Cal.—The Kay Bee Mfg. Co. reports a marked improvement in business. Recently an order for a full car load of spot lights was shipped to a Middle West jobber.

A country road in northwestern New York.

EDWARDS & CRIST RELINQUISH INDIAN AGENCIES

Springfield, Mass.—Announcement is made by the Hendee Manufacturing Company that through a mutually satisfactory arrangement the Edwards & Crist Company have discontinued the distribution of Indian product in Chicago and Detroit. While definite plans for the future distribution of the Indian line in these two important points have not as yet been announced, it is understood that negotiations are now under way and a definite announcement will be made in the very near future.

LAWRENCE BUILDS AN ADDITION

East Detroit—L. Lawrence & Co., 6445 Jefferson avenue, are building a big addition to their present building to take care of ever-increasing business. Mr. J. K. Lawrence, general manager, states their position in business has never been better. This firm also has a big branch at Newark, N. J.

ACE GOING GOOD ON COAST

Los Angeles, Cal.—Roy Artley, direct factory representative for the Ace, is back in Los Angeles after some time spent in the San Francisco territory. Business prospects here are looking so good that he expects to spend much of his time here and will return in about two weeks. Olcott Cummins has received a shipment of seven Ace machines of the new 1923 model and five of them have already gone out on orders. This is a very satisfactory record for an agency that has been established only three months.

LITTLE NOT SO LITTLE

Lancaster, Pa.—Mr. Wm. C. Little of the Bearings Company of America is not only of a comfortable size in height and weight, but a hustling broad gauge business executive. And when talking about the many splendid features of the ball bearings manufactured by his firm, you readily see the dash, vim and fire emanate from him, that gets the business from the manufacturers. Right now Mr. Little is keen about coal saving, because of the coal strike, his brother being a heating efficiency expert. He states most manufacturers, yes, home owners, owners of business buildings, can save 33 1/3 per cent. of their coal bill by just a little investigation and common sense.

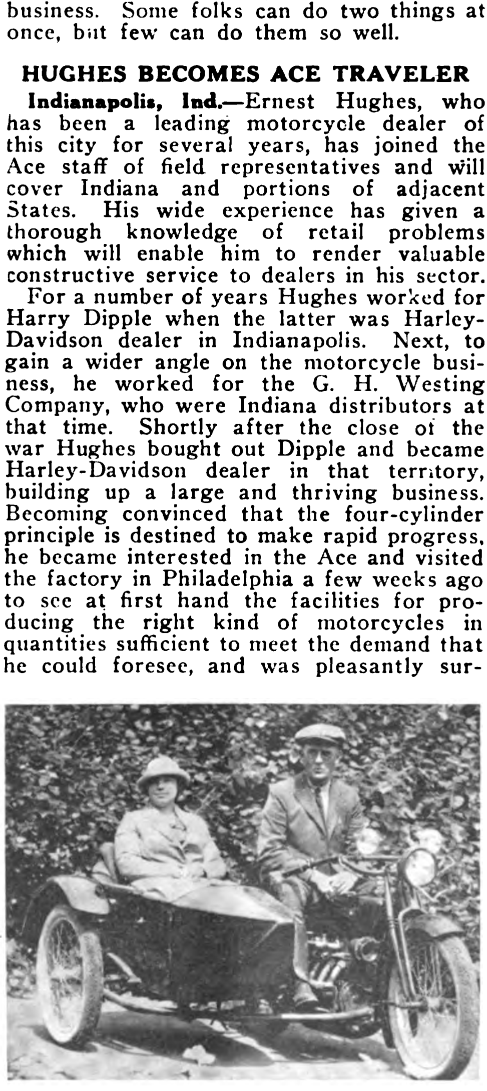
SAGE GOES FISHING

Detroit, Mich.—When mercury goes to 96 it is some hot in Detroit, so thinks J. C. Sage, President of the Frentress Newton Mfg. Co. So for a few days he is off for the cool breezes of the lakes enjoying a little sport in some angler's paradise. He can well do so, having an efficient secretary on the job. She says the coal and rail strikes had not slowed up business, and the F-N had a very good season. Busy, she was, way up in the air winding the office clock, but it did not interfere with her being enthusiastic about business. Some folks can do two things at once, but few can do them so well.

HUGHES BECOMES ACE TRAVELER

Indianapolis, Ind.—Ernest Hughes, who has been a leading motorcycle dealer of this city for several years, has joined the Ace staff of field representatives and will cover Indiana and portions of adjacent States. His wide experience has given a thorough knowledge of retail problems which will enable him to render valuable constructive service to dealers in his sector.

For a number of years Hughes worked for Harry Dipple when the latter was Harley-Davidson dealer in Indianapolis. Next, to gain a wider angle on the motorcycle business, he worked for the G. H. Westing Company, who were Indiana distributors at that time. Shortly after the close of the war Hughes bought out Dipple and became Harley-Davidson dealer in that territory, building up a large and thriving business. Becoming convinced that the four-cylinder principle is destined to make rapid progress, he became interested in the Ace and visited the factory in Philadelphia a few weeks ago to see at first hand the facilities for producing the right kind of motorcycles in quantities sufficient to meet the demand that he could foresee, and was pleasantly surprised by the completeness of equipment and efficiency of organization that he found. Negotiations followed with the result that Hughes joined the Ace staff of field representatives, with Indiana and contiguous areas as his stamping grounds. Before starting on his first circuit of his district in his new capacity, Hughes drove to the Ace factory from Indianapolis, with Mrs. Hughes in the sidecar, to get the latest up-to-the-minute details and information about new developments and sales plans. He spent a couple of days at the plant, then called "All aboard" to Lady Hughes and pointed the front wheel toward Indiana again. With a thorough knowledge of the sport and industry, wide acquaintance among trade men and a personality that makes friends and inspires confidence, Hughes can be counted on to deliver substantial results in his new alliance.



Mr. and Mrs. Ernest Hughes.

BICYCLE SCHEDULE STANDS

Washington, D. C.—A last minute attempt, on August 18, by Senator Calder, of New York, to increase the duty on bicycles and parts, not including tires, from 30 per cent. to 45 per cent. ad valorem, as originally recommended by the Senate Finance Committee, was defeated, after considerable debate, by a vote of 38 to 23. This amendment was offered to place the duty on bicycles exactly as recommended by the Finance Committee, Senator Calder explained. The rate, he claimed, was arrived at after a careful study of all the facts in which it was found that the business was entitled to protection and that the duty of 30 per cent. on the foreign valuation, as passed by the Senate, would not be as great as the 30 per cent. provided by the House, which was predicated on the American valuation. The duty under the Payne-Aldrich law on the foreign valuation, was 45 per cent., and the Senator desired to have that rate incorporated in the pending bill. The increased rate proposed by Senator Calder was opposed by Senator Simmons (Dem.), of North Carolina who declared that imports of bicycles before the war were much greater than they are at present. Senator Simmons declared that the United States manufacturers are on a basis of production cost that gives them at least a fair opportunity for competition with any country in the world producing like articles. "The American automobile and the American motorcycle and the American bicycle have found a market in every country in the world in competiiton with like products of every other country," he declared.

Among *the* Dealers

NEW AGENT AT SELMA, CAL.

Selma, Cal.—Frank Anderson, formerly associated with L. J. Price in the Dodge agency here has bought the Selma Cyclery from C. P. Vinding and has taken possession.

MANSFIELD GETS BUSY

Passaic, N. J.—Harry J. Mansfield, formerly of Dover, N. J., has succeeded Joseph B. Werner as Harley-Davidson dealer in Passaic and reports that he has already sold six 1923 outfits.

EVERETT HAS NEW DEALER

Everett, Wash.—Price & Janack are the new Harley-Davidson dealers here. The firm reorganized, E. J. Janack purchasing the interest of W. J. Boats. Formerly the agency was conducted as Price & Boats.

STARTS OUT FINE

Paterson, N. J.—Cornelius Bakels, formerly of Ridgewood, N. J., who a month ago took charge of the management of the William R. Spear Co., Harley-Davidson agency, on the resignation of Mr. Spear as president of the company, reports that he has sold as many 1923 machines up to date as were sold of 1922 models up to March. Thus he is six months ahead of last year's business.

EVERSON BRANCHES OUT

Providence, R. I.—Paul G. Everson, who was associated with William N. Burnett, for some time with the Harley-Davidson agency in this city, has opened a fully equipped official Harley-Davidson service station at 7 Wolcott street, Pawtucket, an adjoining city. Everson will carry all models of used Harley-Davidson's and in addition have a supply of new machines.

FIRST 1923 DELIVERY

Vancouver, B. C.—To Fred Deeley, Harley-Davidson dealer here, goes the honor of delivering the first 1923 Harley-Davidson on the coast. The sale was made to the South Vancouver Police Department at 1922 list price, but Deeley had the pleasure of imparting the happy news of a price drop when he went around to make delivery.

APPEAL TO CONSOLIDATE OFFICES

San Francisco, Cal.—It is understood that the San Francisco office of the Appeal Manufacturing & Jobbing Co. will be consolidated with the Los Angeles office. Travelers from the firm will cover the northern California territory, as heretofore, but stock will be carried in the South only. The Appeal recently fitted up handsome offices above its store, on Market street, near Van Ness avenue. This is the office that will now be given up, in order to concentrate on the Los Angeles offices.

DUD INTRODUCES 1923 MODELS

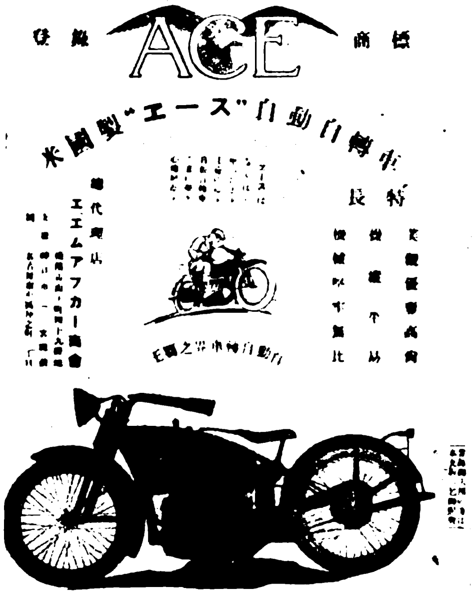
San Francisco—Dudley E. Perkins held open house in his attractive salesrooms on Van Ness Avenue for the first five days of August, the occasion being the arrival of the new Harley-Davidson. Mr. Perkins had a "cut-away" model of the new model in the window, as well as a series of 16 varicolored cards, each one explaining one the new points of improvement. An average of two hundred people a night were in attendance at the open house, and a great deal of interest was shown in the new machine. A variety of models and finishes were on display, including one in bright blue with nickel trimmings.

BUSINESS GOOD IN JACKSONVILLE

Jacksonville, Fla.—The Ramis Cycle Company, of Jacksonville, Florida, reports that business was never better than at present, with them. James S. Ramis, who owns and operates this old established place of business, went into the bicycle business in Jacksonville, in 1895, and has stuck to the cycle business exclusively for the past 27 years. Associated with him as head of the repair department is another oldtimer, in the person of S. S. Hitch, who is well-known to the bicycle fraternity of Florida and Georgia, for the past 25 years. Mr. Ramis is making arrangements to attend the meeting of the National Cycle Dealers' Association in Atlantic City, in September, and will be accompanied on this trip by Mrs. Ramis, and after the meeting of the Cycle Dealers they expect to make extended visits in the North and East, planning to get back to Jacksonville about October first. The Ramis Cycle has the agency for the "Dayton" bicycles, as well as the Rollfast line. Not How Cheap, But How Satisfactory, is their motto.

LOS ANGELES DEALER ACTIVITIES

Los Angeles, Cal.—Big changes have taken place in the control and policy of the Appeal Mfg. & Jobbing Co. The Appeal house is one of the largest west of Chicago, and one of the two largest operating in this territory, with a branch in San Francisco, and headquarters here. Its operating territory consists of California, Arizona, Nevada and the Hawaiian Islands.


ACE
米國製"エース"自動自轉車
エム、アプカー商會

Here is an advertisement published by C. M. Apcar & Co., dealers in Yokohama, Japan. It is in the form of a circular on tough, almost transparent paper. Can you read it?

At the election of directors, held recently, Louis M. Passmore, founder of the firm, was elected president and general manager. He at once assumed control for the first time in four years. Other changes were made in the directorate, and Passmore now holds the controlling interest in the company. Dudley Robinson, former secretary and general manager, has retired from all connection with the corporation and will return to his law practice.

Claude Short leaves Weinstock-Nichols next week to enter the used car trade for himself. He will locate on South Main near his old stamping ground.

The Ace broke into Motorcycle Row last week when Roy Artley placed a sub-agency with B. B. Motor Co.

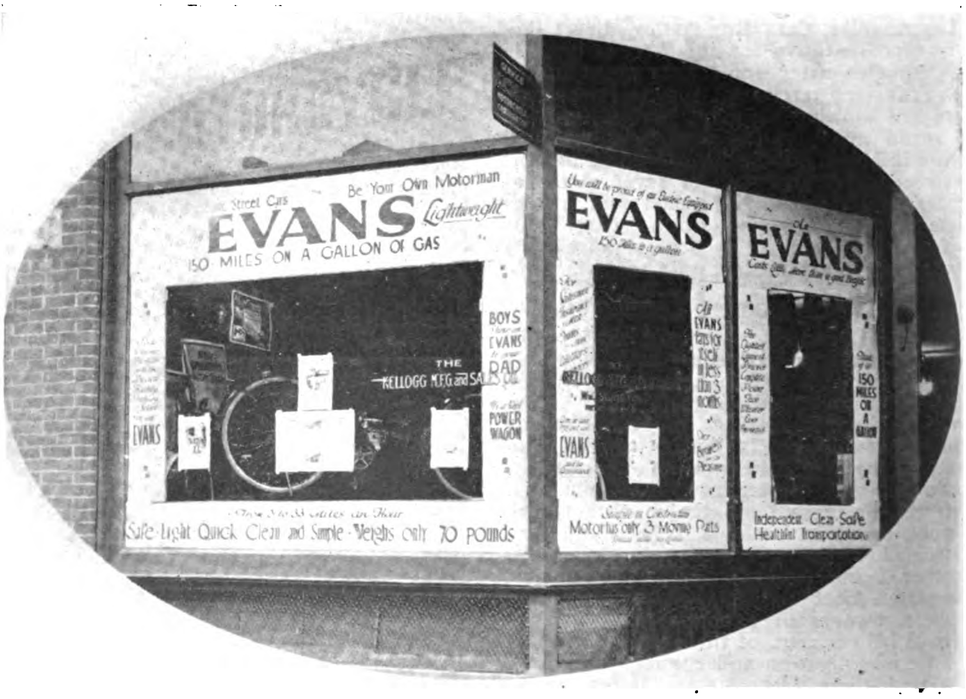
The Motorcycle Wrecking & Supply Co., 946 South Main, is moving to the former Appeal retail store at No. 927, on the west side of the street. Since retiring from the motorcycle trade Appeal has operated this store as an agency for washing machines. One of the first acts of President L. M. Passmore, on reassuming control of Appeal was to discontinue this store and concentrate the stock at headquarters. Motorcycle Wrecking also have another store at 916 South Main devoted entirely to auto supplies.

CANADIAN DEALERS BUSY

Montreal, Can.—Percy A. McBride, 437 Bleury street, Montreal, has been advertising the new 1923 DeLuxe Henderson, electrically equipped, for $550, terms for this model being $190 cash on delivery and the balance in 20 months. The new Excelsior, electrically equipped, is now selling in Montreal for $425 on terms of $125 cash and the balance in 15 months. Out in Vancouver, B. C., on the extreme west coast, Fred Deeley has announced new Vancouver prices for the Harley-Davidson for 1923. The 74 J. D. Harley-Davidson electric twin is quoted at $530 F. O. B. Vancouver, and other prices are as follows: 74 F. D. magneto twin, $505; 61 J. electric twin, $495; 61 F. magneto twin, $465; Royal Tourist sidecar, $180.

SAM IS GOING STRONG

San Diego, Cal.—Sam McPherson, new Harley-Davidson dealer here, during the past 30 days has sold 16 used machines and taken deposits on 17 new models. McPherson is entirely remodeling his store at Seventh and Market streets and plans to make it one of the snappiest motorcycle stores on the coast. When Verne Guthrie, of the Milwaukee factory, dropped in to see how Sam was getting along and found the extent of his business activity, he said: "They say Sam is a Southerner, but I never saw a Southerner work as fast as he does. I wish we had some more Southerners if he is a sample."


Street Cars Be Your Own Motorman
EVANS Lightweight
150 MILES ON A GALLON OF GAS
BOYS EVANS RAD
THE KELLOGG MFG AND SALES CO
POWER WAGON
Safe Light Quick Clean and Simple Weighs only 70 pounds
EVANS
Motor has only 3 Moving Parts
EVANS
150 MILES ON A GALLON
Independent Clean Safe Healthful Transportation

Show window dirplay of the Kellogg Mfg. & Sales Co., of Bridgeport, Conn., which inaugurated a sales campaign for the Evans Power Cycle.

GUILE SELLS USED MACHINES

Elmira, N. Y.—Lee H. Guile has issued a hand bill which he had distributed at the various industrial plants in his territory. He listed 22 machines, all second hand.

BLUE INDIAN POPULAR

San Francisco—The Pacific Motor Supply Company has a 1923 long stroke Indian Chief on display. The machine is finished in Indian blue and is attracting considerable attention. A number of orders have been received for machines to be finished in the same style.

GOOD CROPS, GOOD BUSINESS

Paquay Springs, N. C.—J. Seigfreid is one of the old guard dealers, who is looking for a big increase in Indian business in his territory during 1923. The tobacco crop this year is splendid and when the money commences to come in on the sale of this crop, some of it is going to be diverted to the purchase of Indian Motorcycles.

NEW HARTFORD, CONN., DEALER

Hartford, Conn.—"Albert Bailey, the Motorcycle Man," will be the inscription on a big sign which will adorn a fine location in Hartford. Mr. Bailey, who since 1915 represented Indian in the Canal Zone, has now taken on the Hartford territory. Mr. Bailey has a fine personality, is a firm believer in advertising, is enthusiastic over his new territory and says, "watch the increase in red ones in my territory during 1923."

BUSINESS GOOD IN OHIO

Canton, O.—J. C. Parks, head of the Canton Sporting Goods Company, reports the sale of some 60 wheels during the summer season. Only 15 of 75 bicycles bought by him now remain on the floor and he expects to sell most of these. The popular price the past summer for a serviceable wheel was $37. Motorcycles are picking up, as are the sale of second hand machines, according to dealers here this week. There is little interest locally in promotion of gypsy tours or any special merchandising stunts.

AKRON IS LIVELY

Akron, O.—A decided improvement in the bicycle trade locally is reported by local dealers this month. At the Buckeye Cycle and Supply, business has been excellent in the bicycle section, according to officials of the company. The Akron Cycle and Supply Company reports that the trade is becoming more active and that motorcycles especially are having a better call at this time. The Coleman Cycle Shop is doing a satisfactory business in both bicycles and motorcycles. Dealers here are optimistic over the future and say that next spring should open a big year in both bicycles and motorcycles.

TERRE HAUTE DEALERS MEET

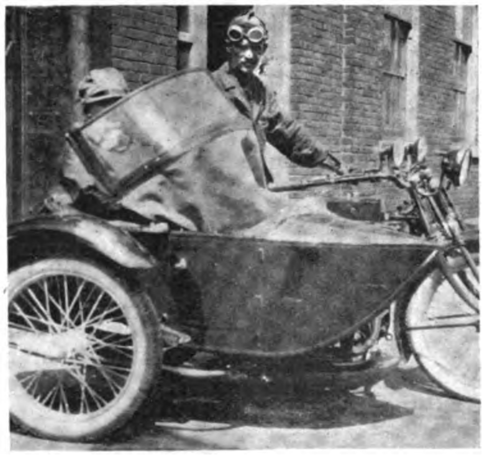
Terre Haute, Ind.—The 22d annual cycle dealers' outing, which was held Wednesday, August 9, at Forest Park, was attended by a large contingent of cycle trades men from all parts of the country. Every bicycle dealer in Terre Haute closed his store for the occasion, which has become one of the well known gatherings of the year. The usual program of events was indulged in and a big country style chicken dinner was one of the features of the affair.

Visiting trade men and the dealers assembled at an early hour and were taken to the park in automobiles—with the exception of J. Fred Probst, the veteran dealer and century rider, who preferred to stick to his first love, the bicycle, and made the trip in good time, as usual.

Terre Haute, Ind., dealers in convention

It was a free and easy outing with no set program or formalities, everybody doing as he liked; some preferred horseshoe pitching while others played ball, cards or "african golf," the latter probably being the most strenuous game of all.

The old timers sat in the shade and swapped stories of the good old cycling days when Terre Haute was one of the greatest bicycle racing centers in the country. Many of its prominent citizens of today were prominent bicycle fans and century riders of note. Charles Nehf, father of Art Nehf, of the New York Giants, told of the big century ride in 1889 when 132 Terre Haute riders started and 129 of them finished in less than 10 hours. Charley Pugh, Colonel Rossel, Logan G. Hughes, J. Fred Probst, J. S. Evans, who were among the earliest bicycle dealers of the city, recounted interesting anecdotes of the 80's and 90's, the days of the old high wheel and the early "safeties" when bicycles cost $100 to $150, and everybody who owned one was considered "some pumpkins."



Mr. and Mrs. Tracy Holbrook of Hannibal, Mo.

Among the representative trade men from out of town were: Fred St. Onge, New York; Z. Godin, the Leacock Sporting Goods Co., St. Louis; F. S. Hassler, Great Western Manufacturing Co., Laporte, Ind.; Logan G. Hughes, Al Ray Co., Louisville, Ky.; C. H. Sheets of the Davis Sewing Machine Co; D. Sheridan Coughlin, Eclipse Machine Co.; W. E. Rogers of the New Departure Manufacturing Co.; E. L. Kendall of the Chicago Cycle Supply Co.; C. G. Copp of Edwards & Crist Co.; L. J. Guthridge, Central Rubber and Supply Co.; J. L. Jackson of the G. H. Westing Co.; Louis Zimmerman and William Katlet of the H. T. Hearsey Co.; John Kinney of Hydro-United Tire Co.; H. C. Seabrook, United States Tire Co.; R. G. Pierce, Goodrich Rubber Co., Indianapolis, Ind.; W. T. Farwell, Jr., of Chicago. Terre Haute dealers were Charles G. Pugh, J. S. Evans, Ross Evans, Walter Evans, Vernon McMilan, J. S. Benham, Rudy Dinkle and W. C. Higgins of the J. E. Sayre Co., Fred Kickler of the C. G. Pugh Co., Herman Neckar, J. J. Smith, Ed Elliott, J. Fred Probst and Claude Latshaw. Among the old-time Terre Haute riders were seen Charles T. Nehf, Colonel Rossel and George C. Roselle, Jr.

"SHOW ME" DEALER VISITS FACTORIES

Milwaukee—Mr. and Mrs. Tracy Holbrook of Hannibal, Mo., were recent visitors at the Goulding Sidecar factory on their way home from Chicago. Mr. Holbrook is the new Henderson dealer in Hannibal and the couple travelled 500 miles to visit Milwaukee and the factory. Mr. Holbrook has owned and ridden nearly every American make of motorcycle and has owned eleven sidecars. Mrs. Holbrook is enthusiastic about the Goulding sidecar. She was just recovering from an accident in which her collar bone was broken and, although she was not yet entirely well, she suffered no ill effects during the entire trip.

Indian dealers and salesmen who dined and discussed business at the New Medford Hotel in Milwaukee, last week

Lower Prices *for* 1923 Columbias

LOWER prices for the Columbia 1923 bicycle line is the outstanding feature of the Westfield Manufacturing Company's announcement. The prices are announced to be lower than before the war and reflect the generous reductions of the past few months in other lines and should be attractive to dealers who are considering replenishing stocks. Last season's prices were graded from $42.50 to $60, but the prices for 1923 show a decided cut, the lower priced model running at $33.50 and the highest at $45.00.

The elimination of unnecessary models, multiplicity of parts, etc., the purchase of raw materials of manufacture in large quantities, the readjustment of labor and overhead expense, together with the concentration of effort on specified processes of manufacture, make possible the improved quality of the Columbia and the reduced prices, the makers claim.

The new Columbia prices are as follows: Superb, $37.50; Junior Superb, $37.50; Archbar Superb, $39; Motorbike Superb, $41; Racer, $45. The roadster models in the 1923 Columbia line are listed as follows: Roadster, $35; Junior Roadster, $35; Archbar Roadster, $36.50; Motorbike Roadster, $38.50; Women's Roadster, $37.50; Boys' Juvenile, $32.50; Girls' Juvenile, $32.50.

The well-known Columbia construction features will remain as standard in the 1923 models despite the slash in prices. The Pope spun head, originally conceived by the manufacturers of Columbia bicycles, will remain as one of the Columbia features. This is claimed to be the strongest type of frame head construction ever developed.

All models will have either the Columbia one-piece or two-piece crank hanger construction. These hangers have given entire satisfaction and with added improvements are claimed to be better than ever. The cranks are made of special analysis steel heat treated scientifically by accurate process.

The rear frame construction is staunch and strong, the toe pieces are drop forged and the stays are oval, adding strength and attractiveness to the models.

All material has been carefully chosen to reflect Columbia's prestige regardless of price and each model has a handsome enamel finish, which is hand rubbed, making it durable and lasting.

1923 COLUMBIA PRICES

Model Name	List Price
A-1—Superb	$37.50
A-2—Junior Superb	37.50
A-3—Archbar Superb	39.00
A-4—Motorbike Superb	41.00
A-5—Racer	45.00
Roadster Models	
A-6—Roadster	35.00
A-7—Junior Roadster	35.00
A-8—Archbar Roadster	36.50
A-9—Motorbike Roadster	38.50
A-10—Women's Roadster	37.50
AJ-11—Boys' Juvenile	32.50
AJ-12—Girls' Juvenile	32.50

The equipment for the 1923 models will be in keeping with the high Westfield standard. The saddles are the highest priced and best made by the Persons Mfg. Co., for men's, women's and racing models.

The Columbia one-piece, rust-proof aluminum pedal will be equipped on all 1923 Columbia models. This is much lighter than the ordinary rubber pedal with steel frame.

A number of designs of handlebars are available for Columbia buyers. Handlebars are heavy nickel finished over copper and they are fitted with Columbia "ebony" grips of non-blooming live rubber.

Columbia riders will have a good selection of tires to choose from. Fisk or Federal cords are supplied regularly, but G. & J. tires on steel rims are optional and Palmer tires will be supplied on the Columbia racer.

Coaster brakes are supplied if desired and the New Departure coaster brake hub has been chosen as regular equipment.

BICYCLES AT THE HAGUE

AT NOON in The Hague, when everybody is hurrying home, the corner of the Zeestraat and the Laan van Meedervoort presents an unusual sight. The traffic consists almost entirely of bicycles. In this flat country, with its restricted distances, these machines are very useful and fulfill the part which the automobile supplies in the United States.

The number of automobiles is very small, only 8,500, according to an estimate given by the Royal Automobile Club, besides about 12,000 motorcycles and 1,200 motor lorries. As Holland possesses 7,000,000 inhabitants, these figures represent only one automobile to every 750 people, one motorcycle to every 600 and one motor lorry to every 6,000.

In fact, no country exists where there are relatively so many bicycles. The General Netherlands Bicyclists League calculates that 1,800,000 bicycles is the lowest estimate and that probably there are 2,000,000. This league, with its 70,000 members, is a powerful institution and has done useful work in organizing a system of road signs and bicycle paths throughout the country.—Christian Science Monitor.

BRICE WINS IN FLORIDA

THE Florida State A. B. L. finals produced some good racing on August 20. In the quarter-mile senior Anton Brice won from Mincer, Alonzo Sticher and Marion Hewitt. The quarter-mile junior went to Keller, with Woodward, Penny and Falkenberry finishing as named. Hewitt won the third-mile senior from Sticher, Mincer and Brice. Keller also won the third-mile junior from Penny, Woodward and Falkenberry. In the half-mile senior Brice won from Sticher, Mincer and Hewitt. Keller scored again in the juniors when he won the half-mile race from Penny and Woodward.

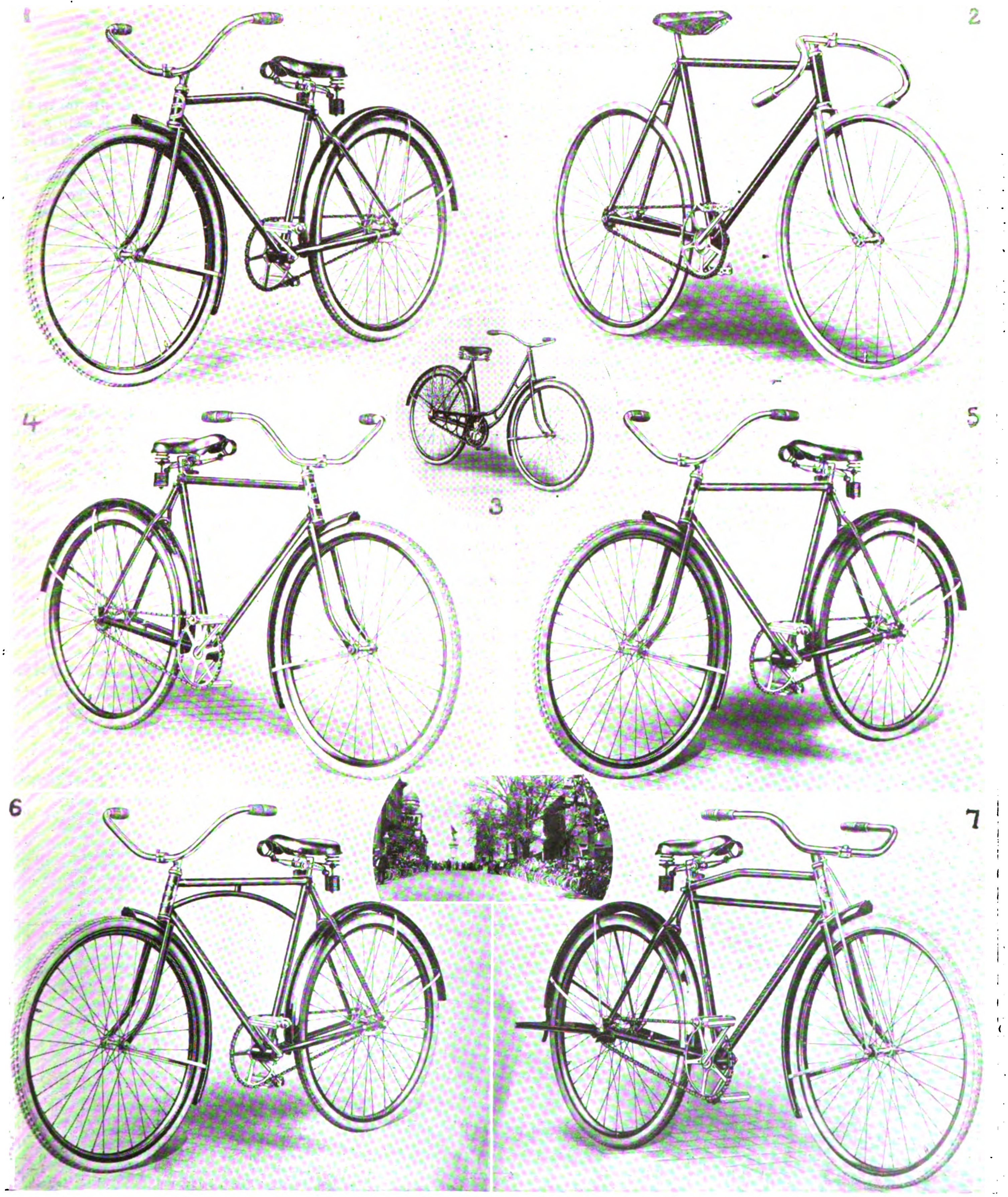
Brice, 11 points; Hewitt, 7 points; Sticher, 8 points, is the way the seniors finished, while Keller, 15 points, led the juniors.

KEEP TO THE LEFT

AFTER a mix-up over the decision to change the rule of the road to conform with the "Keep to the Right" custom which prevails in all other parts of the United States and Canada, the Province of Nova Scotia has gone back to the previous local plan of keeping to the left side of the roads. At the request of the Legislature of Nova Scotia, the Canadian Federal Government disallowed the legislation passed by the Nova Scotia body at its session last winter, with the result that Nova Scotia will continue to be different from the rest of the New World in the matter of traffic regulations.

CELTIC PARK HAS RACES

The Shamrock Club ran a set of games and bicycle races at Celtic Park, L. I., Sunday, August 20. Bert Marquard and Herbert Hoglander won the bicycle races; Marquard, the one-mile from F. O'Shaughnessy and J. Viana, while Hoglander won the pursuit race from James Haggerty and Al Everard. The race went 12 miles and the time was 35:00 1-5.



The attractive Columbia line for 1923: 1—Junior Roadster. 2—Racer. 3—Women's Roadster. 4—Gentlemen's Roadster. 5—Superb. 6—Arch Bar Superb. 7—Junior Roadster Superb.

Titular Races Create Interest

By Harry J. McCarthy

Executive Secretary, Cycle Trades of America, Inc.

WITH the National Bicycle and Accessory Show to be staged in Atlantic City September 13 to 16 only a few moons off, and dealers everywhere preparing to take it in, little does the average dealer, jobber or manufacturer realize the intense interest the coming National championship races, carded for September 16 at Atlantic City, are creating. Reports emanating from the various district officials are more than gratifying and the championship event itself will be long remembered by those who participate in it and by those who witness it.

Most of the elimination races are over and the officials are now arranging details for the State finals. Some States have already held their final races. Large crowds turned out for the races thus far held and the interest and enthusiasm among the riders is on high pitch. Riders never heard of before put in an appearance at the elimination contests; youngsters just breaking into the racing game were out in large numbers, and many lads on the side lines who were not fortunate enough to own bicycles were deeply enthused over the events and declared they would soon get bicycles to win some of the dandy prizes that are given away. These youngsters are the makings of good prospects and dealers interested in improving their business should offer them much encouragement and corral every one who "wished" he had a bicycle.

A. B. L. Deserves Praise

The Amateur Bicycle League of America, Inc., under whose auspices the races are being conducted, deserves overwhelming praise in working up the affair. The untiring efforts of its officials should be recognized in all sincerity for reviving on a larger scale than ever before the best sport of all. None of them are directly connected with the cycle industry in any other way than the sport of racing, and for that reason the trade itself should and does appreciate what is being done by outsiders in popularizing bicycle riding. There are some dealers and firms in the trade, though, who are apparently not mindful of the importance of bicycle racing as a direct means of increasing sales and are probably not displaying as much interest as they should in support of the League's activities.

How long was it since a real road champion of the United States was turned out until the one held in Washington, D. C., last October? The League, with all the odds against it and pessimistic remarks being hurled in embellished tones from all sides, ran off the affair in admirable fashion. Eight States furnished riders for the event, though more than 15 gave assurances of participating. So abounded with enthusiasm were the officials and so interested became riders everywhere in the country that this year's affair promises to be the biggest thing in the bicycle racing game held in a good many years.

Spirit of Youngsters High

Many cities that never paid a great deal of attention to bicycle riding have exhibited a profound interest this year in the sport and youngsters are clamoring for races every week. Many lads who formerly rode heavy wheels in local races have secured racing equipment and have become "seasoned" amateurs. The announcement that the A. B. L. would award medals to every competitor whether or not he succeeded in winning in the elimination trials, brought out scores of new riders. With the further announcement that handsome jewelled medals would be presented to the State champions and that railroad and hotel expenses of the winners of the State races to Atlantic City would be borne by the League, keen competition was in order.

Many States Entered

Close to 40 States are expected to be represented. Some of the States are: California, New York, Illinois, Pennsylvania, New Jersey, Ohio, Indiana, Connecticut, Kansas, Nebraska, Kentucky, Texas, Rhode Island, Wisconsin, Michigan, Colorado, Oklahoma, Arkansas, Iowa, Florida, Missouri, District of Columbia, and Maryland. It can thus be seen that the races will bring together the best riders of the country, and dealers and other persons visiting the seashore city will be out early "rooting" for the rider from their State.

To Ride on Dirt Track

All persons who go to the Atlantic City Show are requested to remain over for the championship races as it will be a big event and fast time is expected to be made. The municipal authorities at Atlantic City have taken so much interest in the affair that a special 24-foot dirt track is being built at enormous expense. Much publicity is being given the coming meet all over the country and it will be widely advertised at Atlantic City through the newspapers and signs on front of the street cars. A large sign is now being painted on the fence surrounding the field, which is on the main boulevard leading into the city, so that autoists may read it and take in the races. Admission to the races will be absolutely free for everybody, and according to present indications several thousand persons will be on hand.

This is only the forerunner of what may be expected in amateur bicycle racing from now on, and as one who is thoroughly acquainted with racing activities throughout the country, I can assure those interested in the sport that all the assistance they can lend in fostering the movement in their towns will be well repaid in the way of increased business. It means time and effort, but why "Let George Do It"? Ninety per cent. aspiration and 10 per cent. perspiration will never get us any place.

CHAMPION CHAPMAN GAINING

CHAMPION George Chapman, who has won eight out of the last nine races he has ridden in, is rapidly gaining on the leaders in the paced table and is now in third place, only four points back of Victor Linart and 9½ points back of Clarence Carman, the leader. The standing to August 20 is as follows:

Rider	1st	2d	3d	4th	Pts.
Carman**	17	9½	5	6	130½
Linart*	15½	10	7	2	125
Madonna**	12	12½	6	1	115½
Chapman	16	9	7	0	121
Miquel	9	7	9	6	90
Corry*	6½	15	5	1	90
Wiley	7	9	8	5	83
Verkeyn	5	3	9	3	51
Seres	2	5	3	1	32
Keenan	4	1	3	4	33
Clark	0	5	4	2	25
Markey	2	3	2	2	25
Colombatto	1	2	4	4	23
Appelhans	1	4	2	2	23
Andersen	2	1	2	4	21
Lawrence	2	2	2	0	20
Keller	2	2	1	1	19
Mitten	0	2	2	3	13
Gaffney	2	1	1	1	16
Marcella	1	1	0	1	9
Spiers	1	2	0	0	11
Villa	0	2	1	0	8
Mitola	0	1	1	0	5
Nunes	1	0	0	0	5
Upton	0	0	1	0	2
Gilson	0	0	1	0	2
Norantonio	0	0	1	0	2
Blomstrom	0	0	0	1	1

Points: First, 5; second, 3; third, 2; fourth, 1.

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*Linart and Corry rode to a tie at New Bedford, May 29. Points for first and second (8) were divided between them.

**Carman and Corry tied for second at New York, August 18.

Willie Spencer *Is* Champion

WILLIE SPENCER is the new sprint champion of America. Willie won his right to the title after about as keen a struggle as has been produced in the past few years. The final event, the five-mile race, was staged at the Newark Velodrome on Wednesday night, August 16, and while Willie did not win the race, which was captured by Alfred Goullet, he finished in second place, one place ahead of Ray Eaton, his hardest rival.

Willie Spencer, Ray Eaton, Arthur Spencer and Alfred Goullet came through in the heats and semi-finals. The race was paced by riders on single bicycles with the quartet alternating back of the pace. Arthur Spencer had the pace three laps from home with Eaton, Goullet and Willie Spencer following him. At this point Arthur Spencer dropped the pace and Eaton went around to the front of Arthur and the order at two to go was Eaton, Goullet, Willie Spencer and Arthur Spencer. A lap and a half from home Willie Spencer made his bid and he got by Eaton as the bell was ringing for the last lap. Willie Spencer was certainly going for all he was worth. Willie opened up a wide margin on Eaton, but Goullet, who had passed Eaton, set sail after him. Down the back stretch went Willie with Goullet in pursuit. Eaton was beaten and Art Spencer hopelessly out of it. Around the last turn Willie Spencer still led, but Goullet was coming strong and up the home straight both went fighting for victory. Goullet in the last few yards passed Willie and won by a scant half-wheel. It was a great win for Goullet, who is the popular boy at the New York and Newark tracks.

Before the start of the final race of the second series Willie Spencer had 32 points to 29 for Eaton, while Brother Artie had 23 points and Goullet 17. With his three points for second Willie Spencer finished with a total of 35 points; while Eaton, scoring two points for third, had a grand total of 31 points. Art Spencer had 24 points and Goullet 22 in the final scoring.

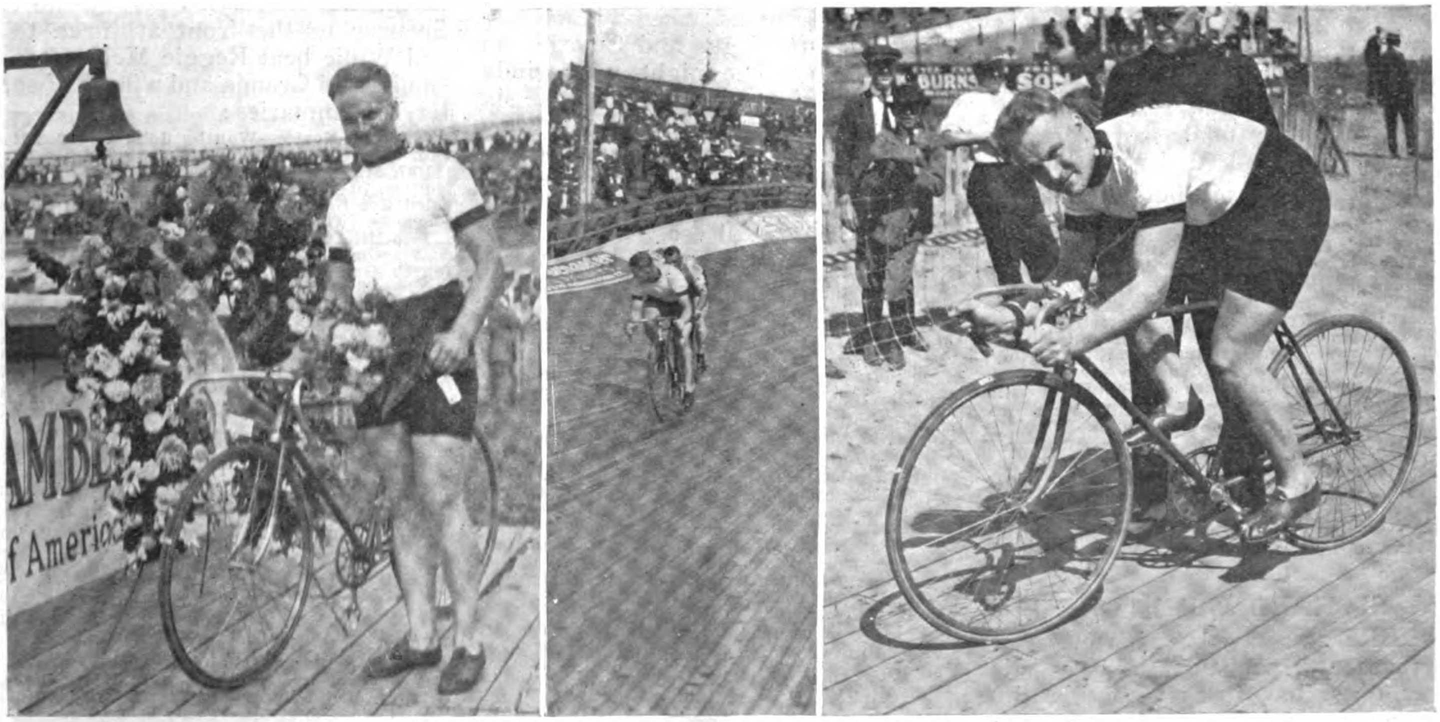
After the finish of the race Willie Spencer was honored by being decorated with the National colors and he did a tour of honor, receiving the plaudits of the crowd all around the track. He put up a game struggle for the title and is certain to make a good champion.

The heats of the championship were won by Willie Spencer from Bobby Walthour, Ray Eaton from Harry Kaiser, Art Spencer from Cecil Walker, Alfred Goullet from Pierre Sergent, Orlando Piani from Eddie Madden, Francesco Verri from Aleck McBeath, Alfred Grenda from Gus Lang and Reggie McNamara from Hans Ohrt.

In the first semi-final Willie Spencer met Alfred Grenda and Spencer won. Eaton had McNamara against him in the second and Eaton came home first. Art Spencer disposed of Verri in the third, and Alfred Goullet had a hard battle against Piani in the fourth, but Goullet beat him on the line. The four semi-final winners then went into the final. Grenda, Verri, Piani and McNamara was the order of the finish of the championship consolation.

Belated honors were heaped onto Willie Grimm, the winner of the amateur championship on Sunday, August 13, at the same time that Willie Spencer was honored. The club he rides for, some friends and the amateur cyclists presented him with floral pieces and he did his tour of honor and received a fine hand from the crowd. When he won his title no flowers or flags were on hand for him, but last Wednesday's proceedings made up for the neglect of the Sunday previous. Grimm and his closest rival in the fight for the amateur championship, Elmer Bundt, met in a match race and after Bundt had won the first heat by a narrow margin, Grimm came back and took the second and third heats, both being very close races.

Willie Spencer was mounted on a C. C. M. Special, made by the Canada Cycle & Motor Co., Ltd., Weston, Ont. He rode Pye tires throughout the



At the Newark Velodrome Sunday, August 20, when Willie Spencer, the new champion, was honored by his friends. Left, Willie and the horseshoe; center, champion leading Frank Cavanagh in match on back stretch; right, the new title holder for 1922.

HOW RIDERS SCORED IN PRO. TITLE SERIES

RACES

	First Series						Second Series						
Rider	¼M.	⅓M.	½M.	1M.	2M.	5M.	¼M.	⅓M.	½M.	1M.	2M.	5M.	Points
W. Spencer	5	2	3	0	3	3	3	2	1	5	5	3	35
Eaton	2	0	5	5	0	0	5	5	5	1	1	2	31
A. Spencer	3	5	2	2	0	0	2	0	3	3	3	1	24
Goullet	0	0	0	0	5	5	0	3	2	2	0	5	22
Kramer	1	3	1	3	2	1	1	0	Retired				12
Piani	0	1	0	1	1	0	0	1	0	0	2	0	6
Verri	0	0	0	0	2	0	0	0	0	0	0	0	2

Points: First, 5; second, 3; third, 2; fourth, 1.

series. Willie Grimm used a Caminade bicycle in winning the amateur title and Willie also used Pye tires in the amateur series.

The accompanying table shows how the points were gained by each of the seven riders that scored in the title chase. Eaton and Willie Spencer alternated in holding the lead from the third race of the first series, when Spencer had eight points to Eaton's seven. Then Eaton won the fourth race and Willie Spencer was eliminated, giving Eaton 12 points to eight for Willie. Willie finished second in the next two races and Eaton was shut out, which gave Willie Spencer 16 points to 12 for Eaton.

Eaton won the first three races in the second series, while Willie Spencer was placed second, third and fourth, respectively. This gave Eaton 27 points to 22 for Willie Spencer. Eaton was placed fourth in the next race and Willie was the winner. The score was now 28 to 27 in favor of Eaton. Willie Spencer won the next race and Eaton was again fourth, making the score 32 to 29. The title was clinched for Willie Spencer when he finished second to Alfred Goullet in the sixth and final race of the second series, which made the final score 35 for Willie Spencer and 31 for Eaton.

The summaries of the other races on August 16 follow:

Half-Mile Handicap, Amateur—Won by Michael Dolan, 65 yards; second, Carl Holzwarth, 70 yards; third, Leslie Verhoek, 70 yards; fourth, Louis Benezatti, 50 yards.

Australian Pursuit Race, Amateur—Won by Fred Spencer; second, Carl Hambacher; third, Burton Fenn; fourth, Willie Grim, fifth, Elmer Bundt; sixth, Anthony Beckman. Time 10:38 3-5. Distance, 4 5-6 miles.

One-Mile Handicap, Professional—Won by Fred Hill, 40 yards; second, Cecil Walker, 20 yards; third, Alfons Verraes, 60 yards; fourth, Gus Lang, 45 yards. Time, 1:54 2-5.

Two-Mile Tandem, Professional—Won by Reggie McNamara and Willie Hanley; second, Alfred Grenda and Aleck McBeath; third, Fred Hill and David Lands; fourth, Gus Lang and Alfons Verraes. Time 4:28 2-5.

PACED HANDICAP IS GREAT

THERE may have been better paced races and probably a little bit closer ones, but for real action the 40-mile motor-paced handicap at the New York Velodrome on Tuesday night, August 22, was without a question the best paced race run at that track since its opening. There was action aplenty, and with the riders taking advantage of their handicaps there was not much of a chance at stalling.

Clarence Carman was the scratch man and he gave handicaps up to a mile to five other riders. Charles Verkeyn, the Belgian, was given two laps, or a third of a mile; Larry Gaffney, Brooklyn, was slipped a half-mile; Jackie Clark, the Newarker, started with 2/3-mile start; George Colombatto, Italy, was given 5/6-mile, and Brask Andersen, the Dane, was awarded a mile.

Carman started first and he immediately started after his men. For the first few miles Clarence did not gain much on any of them, but form told and he started to regain some of his ground on most of them with the exception of Colombatto and Verkeyn. Verkeyn just followed Carman all the way and won the rece with Carman in second place. Colombatto had a chance to win the race and re-establish himself with the fans when his motorcycle ran out of gas and George ran out of luck. The night was windy and at one time every one of the six riders showed signs of tiring, but they came back strong and five finished the race. Andersen finished ahead of Gaffney for third and Clark was fifth. The time was 50:01 4-5.

In a team match Francesco Verri and Pierre Sergent, the Italian-French team, defeated Fred Hill and Bobby Walthour, Jr., in two straight heats. In the first heat Hill won, but was disqualified for switching. Summaries:

One-Mile Novice—Won by R. De Crenzo; second, John Costello. Time, 2:11 2-5.

Half-Mile Handicap, Amateur—Won by Joseph Tempo, 50 yards; second, Louis Benezatti, 30 yards; third, A. Nieminsky, 70 yards; fourth, E. C. Bendi, 10 yards. Time, 56 seconds.

Two-Third-Mile Handicap, Professional—Won by Harry Horan, 60 yards; second, Fred Weber, 75 yards; third, Charles Jaeger, 70 yards; fourth, Tom Bello, 50 yards. Time, 1:12 4-5.

Miss-and-Out, Professional—Won by Cecil Walker; second, Clif Papworth; third, Peter Drobach; fourth, Anthony Young. Time, 6.09 1-5. Distance, 3 miles.

Two-Mile Open, Amateur—Won by Fred Spencer; second, Elmer Bunde; third, Joe Palmer; fourth, Louis Benezatti. Time, 4:01 4-5.

Five-Mile Motor-Paced Race, Amateur—Won by Felix Patti; second, John Patrick; third, Hugo Martinelli. Time, 7:50 2-5.

BIG CROWD AT NEW YORK

THE best crowd of the season turned out for the races at the New York Velodrome on Friday night, August 18. Fine weather and a three-cornered motor-paced race between Champion George Chapman, Clarence Carman and Vincent Madonna, to be run in heats, and match races helped draw the big gathering.

The paced race was figured to go at least three heats, but two were enough to show that Champion Chapman is the best of all the riders following that branch of the game. Chapman, who had won all but one of his last eight races, was in superb form and won two straight heats. Carman had ridden and won a 62½-mile race the night previous and did not seem to have any pep and had to be content with finishing third in the first ten-mile heat and ran second in the second ten-mile heat after Madonna had dropped from his pacemaker in the second. The times were 14:12 3-5 and 14:41 1-5, respectively.

The feature match for the sprinters was a team affair between Orlando Piani and Francesco Verri, Italy, and Eddie Madden and Harry Kaiser, America. The Italians won in two straight heats. Fred Spencer, Plainfield, and Anthony Beckman, of the North Hudson Wheelmen, met in a pursuit race and the North Hudson rider caught Spencer after going a half-lap less than six miles in 8:22 4-5.

Willie Spencer's first time out as the American champion proved to be a winner. Willie was eliminated in the mile handicap, but Willie won the five-mile open after a lovely pull from Tom Bello, the Brooklyn rider. Bello took Spencer to the front at three to go and Willie beat Reggie McNamara, Al Goullet, Al Grenda and a flock of sprinters. Summaries:

One-Mile Novice—Won by John Desimone; second, George Cameron, Jr. Time, 2:07 4-5.

Half-Mile Handicap, Amateur—Won by William Mollica, 70 yards; second, Earl Adams, 35 yards; third, Joe Brexel, 90 yards; fourth, Sam Gastman, 30 yards. Time, 55 seconds.

Two-Mile Open, Amateur—Won by Fred Spencer; second, Roy Mobeck; third, E. C. Bendi; fourth, Gus Merkel. Time, 3:59 4-5.

One-Mile Handicap, Professional—Won by Harry Horan. 115 yards; second, Morence Declerk, 135 yards; third, Alfred Grenda, scratch; fourth, Chris Dotterweich, 135 yards. Time, 1:49 4-5.

Five-Mile Open, Professional—Won by Willie Spencer; second, Reggie McNamara; third, Alfred Goullet; fourth, Alfred Grenda. Time, 10:13 2-5.

CARMAN WINS AT PHILLY

Philadelphia, Pa.—Clarence Carman, the Long Islander, won the 62 1/2-mile race run at the Point Breeze Park Velodrome on Thursday night, August 17. At the finish Carman was a lap ahead of Frank Corry, the Australian. Victor Linart, the Belgian, was third; Jules Miquel, France, fourth, and Vincent Madonna, Providence, fifth. The time was 1:38:56 4/5. Summaries:

Two-Third-Mile Handicap, Amateur—Won by Bill Raucheiser, scratch; second, Eddie Bates, 25 yards; third, Vincent Scala, 65 yards; fourth, Dick Penny, 70 yards. Time, 1:20 2-5.

Two-Third-Mile Class B, Professional—Won by George Gergley, 50 yards; second, Tony Giacomo, 100 yards; third, Pat McKeag, 70 yards; fourth, George Patterson, 20 yards. Time, 1:22 1-5.

Part of the lineup at Terre Haute with Fred St. Onge

St. Onge *in* Terre Haute

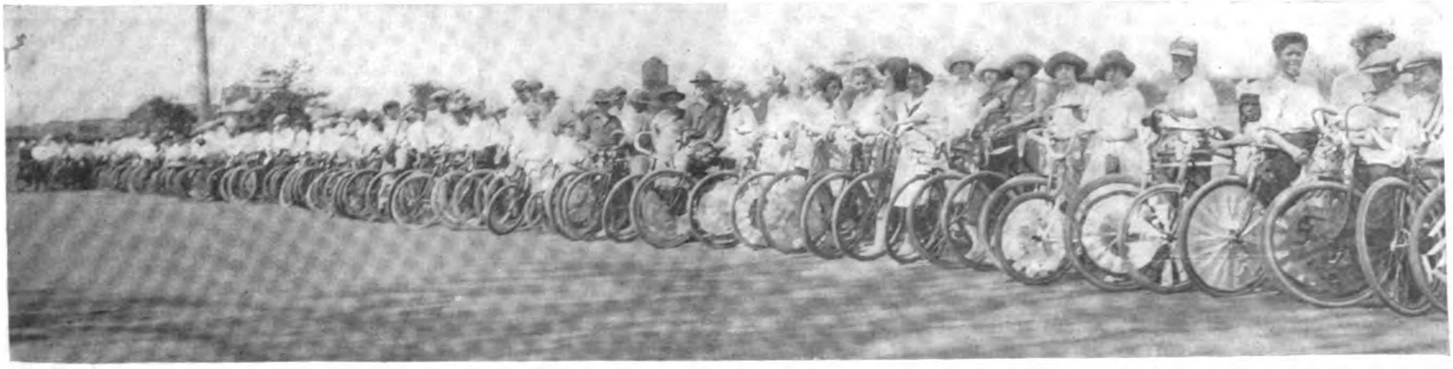
TERRE HAUTE, Indiana, Cycle Dealers Association are rated high and they should be. For 22 years this association has been together and today they are as strong as they were when they started. Friday, August 11, there was staged as a climax to what the dealers called St. Onge Week, the biggest cycling demonstration ever attempted. The week of bicycle publicity stirred the old town up to a great pitch. Ross Evans said the day of the parade he did $134 in accessories alone. Several of the dealers reported sales of new bicycles. The annual picnic reported elsewhere was a grand success also; nothing like it is staged in any other part of the country. Cycle dealers all over the country should pattern themselves after the Terre Haute dealers in this line. It would help their business more ways than one.

Coughlin, Morrow; St. Onge, C. T. A., and Rogers, New Departure, at Terre Haute

Long before the starting hour riders began to assemble in front of the Court House on Wabash avenue. At 1.30 was the starting time with races to follow the festivities at Fairgrounds Park, the first race on the card to start start at 2.30 it was estimated 1,500 people witnessed the parade and races at the track. Fred St. Onge was on his high wheel, then came the honorary pacemaker, J. Fred Probst, 76 years "young" and the dean of Terre Haute dealers with George Roselle for a riding partner. Then His Honor Mayor O. B. Davis and a host of old-timers followed. Some gathering of the "Clan"! George Roselle displayed a fine lot of century bars and his old L. A. W. button. Twenty-eight girl riders were next in line, some of them with prettily decorated bicycles. Boy Scouts, decorated wheels, funny fellows, tandems, freak wheels and several hundred undecorated wheels made up the spectacle.

Many trade people who attended the picnic earlier in the week stayed over for the parade and races. Logan Hughes, of the Al Ray Company, Louisville, and a former resident, was instrumental in getting out so many of the old-timers, including Mayor Davis. D. Sheridan Coughlin, of the Morrow Company, with W. E. Rogers, of the New Departure Company, worked in a very neutral manner distributing souvenirs, and headed a big number of lieutenants to keep the riders in line along the route. "Bid" popped in just in time to miss all the doings.

Prizes consisting of cycle accessories including a high grade bicycle were awarded to the riders with best decorated wheels, neat lady riders, Boy Scouts, oldest rider, youngest rider and funny fellows. Charles Deal, 6 years, was awarded first for youngest. It fell to J. Fred Probst, 76 years, to carry off the prize for the oldest rider. J. Fred rode a century a few years ago on his 71st birthday in less than nine hours. St. Onge paid a fine tribute to him when he introduced him to the crowd. The announcement of his great riding ability now and in the old days brought cheers from the crowd.



Another end of the lineup at St. Onge's gathering at Terre Haute

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

THE bicycle game has lost a good friend and an arduous worker in the passing of Richard F. Kelsey. His place will not be an easy one to fill.

* * *

Sunday racing will be tried in New York City. The first Sunday meet will be held at the New York Velodrome on Sunday, September 10, the "Velodrome Cup" being the feature paced race.

* * *

Tom Bello, the Brooklyn ankler, has branched out in the bicycle business. Tom now has a place at 630 Coney Island avenue, in Brooklyn, and he will handle anything from a spoke to a complete bicycle and he is going to specialize on racing bicycles.

* * *

Paddy Harmon, the Chicago promoter, is in the Effete East for a short visit. Harmon was at the New York Velodrome on Tuesday night and was pleased with the new Metropolitan bowl. Paddy says that the first Chicago six-day race will start on October 29 and the second on February 12.

* * *

The Amateur Bicycle League of America is still growing. From a toddling infant it has become a good sized lad. Some growing! During the past week it grew some more when the St. Louis Cycling Club, the Triangle Bicycle Club, of Paterson, and the Marquette Wheelmen, of Chicago, Ill., were admitted to membership.

* * *

Some record-breaking riding should be on tap when the finals of the Amateur Bicycle League of America are run at Atlantic City on September 16. Fast time has been made in the trials and the finals of the various State championships. In the finals of the New York State championship three marks, the quarter, third and half-mile, all went by the boards—or roads.

* * *

Clarence Carman, the Long Islander, has just received his contract for a number of races in Europe and will leave for the other side late in September. Clarence is under contract to race at the Velodrome d'Hiver and he will take Charley Stein, the pacemaker, with him. Champion George Chapman is also going to Europe to race. Chapman is under contract to race at the new Velodrome Buffalo. Carman will ride his first Paris race on October 20, while Chapman is due a little earlier.

* * *

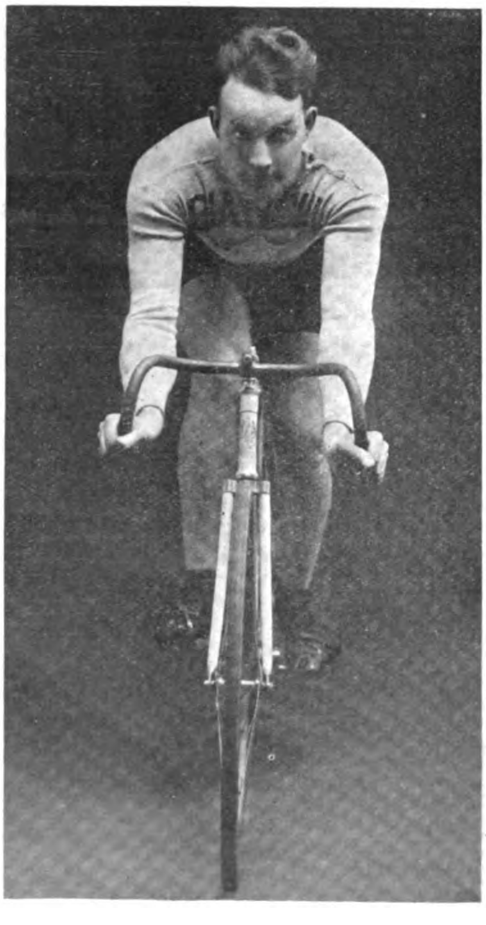
A rather severe penalty was handed Vincent Madonna, the Italian paced rider. Madonna was competing in a paced race at the New York Velodrome last Friday night and after the race word was sent to Revere Beach, where he was to ride on Saturday, that he was suspended. The suspension did not hit Madonna half as hard as it did the promoters who have him booked for some races. Along with plenty of rain and then having a star laid on the shelf is too much, but he was not suspended very long, however, as he rode the following Monday at Worcester, so the promoters up New England way can now breathe easier.

* * *

When the steamer France, of the French Line, sails for Europe on September 20, it will carry a number of bicycle riders and pacemakers overseas. George Seres, the French paced rider who was so badly injured at New Bedford a few weeks ago, plans to take that boat along with Jules Miquel, France; Victor Linart, Belgian and world's champion; Charles Verkeyn, Belgium; Rudy Lehman, the pacemaker, and Arthur Pasquier, the pacemaker that was injured when Seres received his bad fall, and probably American Paced Champion George Chapman, who is going over under contract with the Velodrome Buffalo. Lehman is desirous of buying a fast American racing machine to go for records on the new Paris track, which is said to be built to stand over a 100 in the hour. Don't know whether the 100 is miles or kilometers.

* * *

The championships of the world for the professional sprinters and the paced riders will be decided in Paris in September. Rain made the running of the finals out of the question, so the U. V. F., the governing body in France, agreed to take them over and finish them at the Velodrome Buffalo, the new Parisian track, next month. The trial heats for the professional sprint title as well as the professional paced were run on Saturday, August 5, but rain put the damper on the running of the finals on Monday, August 7. In the pro. sprint titular heats Peter Moskops, present champion, won the first from Gabriel Poulain, France; Bergamini, Italy, and Ernest Ohrt, America. Bill Bailey, England, won the second from Alois Degraeve, Belgium; Maurice Schilles, France, and Gerald Halpin, Australia. Joe Van Bever, Belgium, won the third heat from Caesar Moretti, Italy; Ernest Kaufmann, Switzerland, and Harris Horder, Australia. Bob Spears, the Australian, won the fourth heat from A. Debunne, Belgium; Thorwald Elleaard, Denmark, and Gerard Leene, Holland. Kaufmann won the repeschage heat. First and second in each heat with Kaufmann will compete in the semi-finals at Paris and from the semi-finals will come the finalists. The trials for the motor-paced championship were run at 50 kilometers (31.6 miles) and Leon Vanderstuyft, Belgium, won the first from Gustav Ganay, France, in 45:40 1/5. In the second Paul Suter, Switzerland, won from Piet Dickentmann, Holland, and D. Lavalade, France. The time was 46.04 3/5. The first in each heat and the second in the fastest heat will go into the final, so Vanderstuyft, Ganay and Suter will contest for the title when the races are run in Paris.



Bob Spears, who qualified for world's championship semi-finals and who is one of the favored ones to win.

* * *

Up at the New Bedford Cycledrome on Monday night, August 14, they kicked over the bucket and spilled the beans all over. The big event in addition to the match race between Willie Spencer, Ray Eaton and Frank Cavanagh was the 50-mile Golden Wheel race. The starters were Champion George Chapman, Vincent Madonna, Clarence Carman and Victor Linart. The interest was kept up by minor battles until about the 44th mile when into the bucket the fleet went. At this point Madonna was in front of the field, but was a few laps back of Chapman, the real leader, while Clarence Carman, second in the race, and Linart, third, were still going along, with Carman making a great effort to regain some lost ground. He had gained back most of his ground and was going after Chapman for the race. Madonna, as stated before, was in front with Chapman being carried high by his pacemaker, Carl Ruden, to keep Carman from going by. There was enough room between Chapman and Madonna to allow of Carman's pacemaker to go through and he did. Then the fireworks were touched off. Chapman got off of his bicycle and did not finish the race. Carman went on and won the race, but was disqualified for going through on the inside of Chapman. Linart and Madonna stopped after Chapman and as Linart finished with the next greatest distance he was given second place, while Madonna was given third. When Carman was disqualified Linart was awarded the race with Madonna second, Chapman third and Carman fourth. The rules say that leaders must keep to the pole unless far enough in the lead not to interfere with or endanger contestants following or seeking to pass. The rules also state that "a contestant overtaking another must pass him on the outside, unless the latter is clearly riding wide." Ruden was surely carrying Chapman wide and the only place Carman' pacemaker could take him was through the inside between Chapman and Madonna. Carman's pacemaker was suspended at New Bedford, but nothing was done to Ruden, who was plainly at fault. Carman's pacemaker can now work New York and Philadelphia and let New Bedford go. It is a fine situation that has cropped up in the paced game.

George Hess Wins New York Title

GEORGE HESS, the Empire City Wheelmen's star, won the New York State Amateur Bicycle League of America title on Sunday, August 20. Hess won three out of the five races that were contested on the Ocean Parkway, Brooklyn. He finished fourth in the quarter-mile, was unplaced in the third-mile, and won the half, mile and five-mile, the latter being unpaced, making his grand total 16 points to 10 for B. W. King. Both first and second men rode for the E. C. W.

Joe Schaefer, of the Acme Wheelmen, and J. Tilgner, of the C. R. C. A., rode a close race for third, Tilgner beating Joe by a half point. Others to compete in the finals were Harry Hoglander and Walter Caldwell, C. R. C. A.; William Wherry, E. C. W.; Otto Eisele, U. S. I.; Fred Osterhammel, Bronx County Wheelmen, and William Stokes, of the latter club.

Charles Garin, Jr., outclassed the field in the Junior class, Garin winning all four races under the C. R. C. A. colors. S. Ginsberg, C. R. C. A.; J. C. Pappa, unattached, and C. Knutschke, C. R. C. A., finishing as named.

In the heat of the quarter-mile race B. W. King bettered the old mark for the distance by doing 29 3-5 seconds. The old record was 29 4-5 seconds and was made by Anthony Desimone on White Plains avenue, New York, September 5, 1915. Hess in the half-mile won the second heat in 1:05, which was eight seconds better than the old record. In the third-mile Tilgner beat Schaefer in the first heat in 39 3-5 seconds, bettering the old record of 40 3-5 seconds made by Courtney Peer at Plainfield, N. J., September 7, 1908.

The points scored by each rider in each race are as follows:

SENIOR.

	¼ M	⅓ M	½ M	1 M	Unpaced 5 M	Total Pts.
G. Hess	1	0	5	5	5	—16
Bert King	5	3	0	2	0	—10
J. Tilgner	0	5	1	0	*1½	— 7½
J. Schaeffer	0	1	3	3	0	— 7
Harry Hoglander	3	0	2	0	0	— 5
W. Wherry	0	0	0	0	3	— 3
O. Eisele	2	0	0	0	0	— 2
F. Osterhammel	0	2	0	0	0	— 2
W. Caldwell	0	0	0	0	*1½	— 1½
W. Stokes	0	0	0	1	0	— 1

*Tie.

JUNIOR.

	¼ M	⅓ M	½ M	1 M	Pts.
C. Garin, Jr., C.R.C.A. N.Y.	5	5	5	5	—20
S. Ginsberg, C.R.C.A, L.I.	3	3	2	3	—11
J. C. Pappa, unattached	2	2	3	1	— 8
C. Kuntschke, C.R.C.A., N.Y.	1	1	1	2	— 5

Points: First, 5; second, 3; third 2; fourth, 1.

BOONE IS MARYLAND CHAMP

EARLE BOONE, the newcomer and star of the Maryland Bicycle Club, of Baltimore, won the championship series for the State of Maryland. The champion won three races out of the five. Boone made good time against a strong wind for five miles unpaced, doing 12:32, and while in the trials he did 12:19 3-5.

J. E. Nitz, of the Columbia Wheelmen, was runner up to Boone, five points behind. J. O. Henkel, of the Maryland Bicycle Club, finished third with 12 points.

In the Junior Class Ray Lohr, of the Maryland Club, took the honors, with F. Manzer and Roland Boone, of same club, who ran second and third, respectively. Summaries:

Five-Mile Unpaced—Won by Earle Boone, M. B. C., 12:32; E. Nitz, C. W., 13:03; C. Zimmerman, M. B. C., 13:38; J. O. Henkel and J. Smith, M. B. C., 13:33.

The points scored in each race may be found in following tables:

SENIOR RACES.

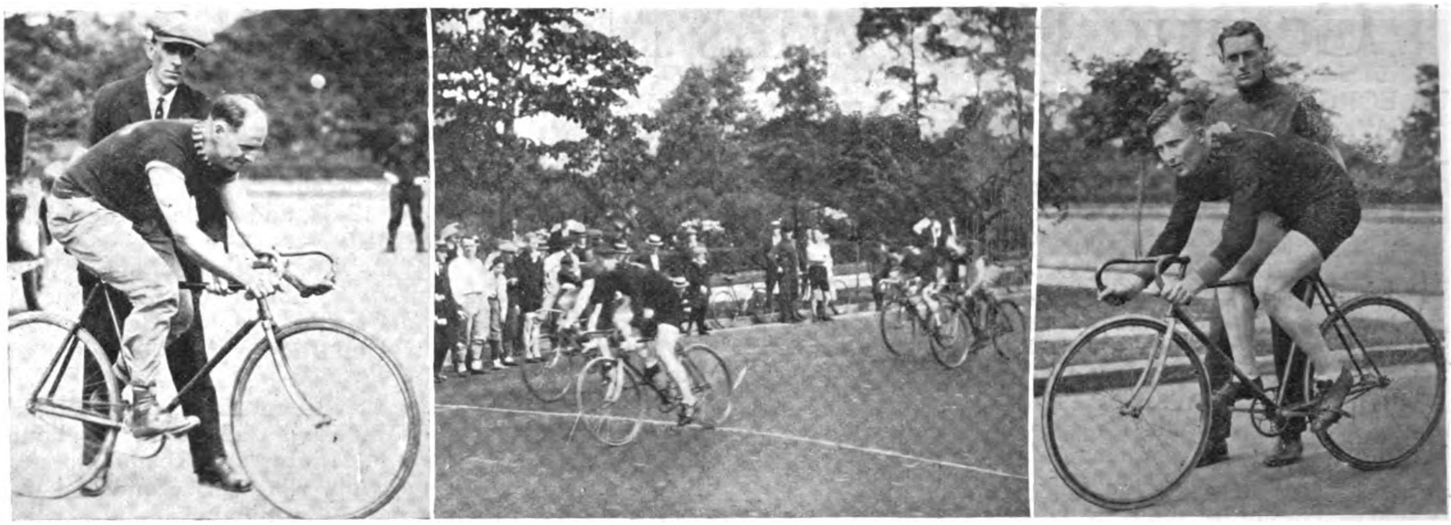
Rider.	5 M	¼ M	⅓ M	½ M	1 M	Pts.
E. Boone	5	5	1	3	5	—19
E. Nitz	3	3	5	2	1	—14
J. O. Henkel	1	1	3	5	2	—12
C. Zimmerman	2	2	0	0	3	— 7
J. Smith	1	0	2	1	0	— 4

JUNIOR RACES.

Rider.	1 M	¼ M	⅓ M	½ M	Pts.
R. Lohr	2	5	5	5	—17
F. Manzer	5	3	3	3	—14
R. Boone	3	2	2	2	— 9
C. Cummings	1	1	1	1	— 4

Points: First, 5; second, 3; third, 2; fourth, 1.

First, second and third in the New York A. B. L. races. Left, J. Tilgner, third; center, George Hess, winner; right, B. W. King, second.



At the New Jersey finals. Left, Bob Benwell, second; center, Carl Hambacher, winning half-mile race from Skarbek; right, Carl Hambacher, State champion

HAMBACHER WINS N. J. TITLE

CARL HAMBACHER, Bay View Wheelman, of Newark, won the road racing championship of New Jersey by taking first place in the half-mile scratch race and totaling 15 points for the series. Bob Benwell and Harry Skarbek, his club-mates, accounted for second and third places, with ten and eight points, respectively.

Joseph Luby, unattached, hailing from Newark, was the winner in both of the Junior races and scored a total of 15 points for the first place in the series. Harry Brodofsky of the C. R. C. of A., and Milton Bernstein of Newark, scored twelve and ten respectively for the silver and bronze medal awards. Summaries:

SENIORS.

Rider and Club.	¼ M	⅓ M	½ M	1 M	5 M	Pts.
Carl Hambacher, Bay V. W.	5	5	5	0	0*	15
Robert Benwell, Bay V. W.	2	2	3	3	0	10
Henry Skarbek, Bay. V. W.	0	3	0	5	0	8
August Miller, N. H. W.	0*	0*	0*	0	5	5
Charles Miller, N. H. W.	3	0	1	1	0*	5
Charles Reisen, N. H. W.	0	1	0	0	2	3
Nathan Smith, C. R. C. of A.	0	0	0	0	3	3
George Menzer, N. H. W.	0	0	0	2	0	2
S. Kaplan, Bay V. W.	0	0	2	0	0	2
F. O'Shaughnesy, C.R.C.of A.	1	0	0	0*	0*	1
Jack Bruns, J. C. W.	0*	0*	0*	0*	1	1

*Did not start.

JUNIORS.

	¼ M	⅓ M	½ M	1 M	Pts.
Joseph Luby, Newark	5	5	5	0	15
Harry Brodofsky, C.R.C. of A.	2	2	3	5	12
Milton Bernstein, Newark	3	3	2	2	10
W. Jones, J. C. W.	1	1	1	3	6
M. Cordova, C. R. C. of A.	0	0	0	1	1

LONE STAR STATE TRIALS

MEMBERS of the Star Cycle Club and the Busy Boys' Bicycle Club, of Dallas, Tex., competed in the A. B. L. trials for the Lone Star State, and J. C. Barnett, Busy Boys' Bicycle Club, won with 17 points. Herbert Hemphill, of the Star club, was second with 14, he being one point ahead of Tom Pilkey, a Busy Boy. George McHam, B. B. B. C., 4 points; J. H. Baise, B. B. B. C., 4 points; Robert Abnot, B. B. B. C., 2 points, and Morris Pritchet, Star C. C., 2 points, was the order of finish of the others.

George Howe, Star C. C., scored in the junior class with 16 points; John Harris, of the same club, was second with 13. Richard Williams, B. B. B. C., 7½; Junius Harris, unattached, 4½; Ernest Baise, B. B. B. C., 2, and Walter Buice, Star C. C., 1 point, also scored. Summaries:

Quarter-Mile, Senior—Won by Barnet; second, Baise; third, Hemphill; fourth, McHam.

Third-Mile, Senior—Won by Hemphill; second, Barnett; third, Pritchett; fourth, Pilkey.

Half-Mile, Senior—Won by Pilkey; second, Hemphill; third, McHam; fourth, Barnett.

One-Mile, Senior—Won by Barnett; second, Hemphill; third, Pilkey; fourth, McHam.

Five-Mile, Unpaced Senior—Won by Pilkey, 15:34; second, Barnett, 15:38; third, Abnot, 15:50; fourth, Hemphill, 15:53.

Quarter-Mile, Junior—Won by Harris; second, Hoew; third, Baise; fourth, Buice.

Third-Mile, Junior—Won by Hoew; second, John Harris; third, Junius Harris; fourth, Williams.

Half-Mile, Junior—Won by Williams; second, Hoew; third, John Harris; fourth, Junius Harris.

One-Mile Unpaced, Junior—Won by Hoew, 2:54; second, John Harris, 2:55; third, Junius Harris and Williams, 3:00.

CASEBER IS HOOSIER CHAMPION

ALFRED CASEBER, of Indianapolis, is the A. B. L. champion of Indiana. Caseber won that title on Saturday, August 19, when the finals for the State were run at Indianapolis. Caseber finished up the series of five races with 15 points, he being four points ahead of Edward Hoppe, also of Indianapolis, the second man. Alva Haley, another Indianapolis rider, was third with ten points, Haley being a point in advance of William Wilson, of Terre Haute. Graham Elliott, Terre Haute, six points; Leo Christmas, of Evansville, two points, and E. Bailey and Sylvester Krock, one point each, was the way the others scored.

Charles Garin, Jr., Junior champion of New York

Edsell Sears, who won three and finished second in the four junior races, scored 18 points and is the junior champion. John Jenkins, 14 points, ran second, and Ed Ramson, eight points, and George Jackson, four points, ran third and fourth, respectively. The points scored in each race follows:

SENIOR.

	¼ M	½ M	⅓ M	1 M	5 M	Pts.
Caseber	5	3	5	0	2	15
Hoppe	1	2	2	5	1	11
Haley	2	5	0	0	3	10
Wilson	0	1	0	3	5	9
Elliott	3	0	3	0	0	6
Christmas	0	0	0	2	0	2
Bailey	0	0	1	0	0	1
Krock	0	0	0	1	0	1

Points: First, 5; second, 3; third, 2; fourth, 1.

JUNIOR.

	¼ M	½ M	⅓ M	1 M	Pts.
Sears	5	5	3	5	18
Jenkins	3	3	5	3	14
Ramson	2	2	2	2	8
Jackson	1	1	1	1	4

GOLDEN STATE TRIALS

TRYOUTS for the California State Championship Races were held by the Garden City Wheelmen of San Jose on August 6, for the quarter, third, half and mile sprints. The results were as follows:

	First	Second	Third	Fourth
¼ mile*	G. Earl	M. McCoy	R. Callison	N. Hill
⅓ mile*	N. Hill	M. McCoy	G. Earl	R. Callison
½ mile	N. Hill	G. Earl	G. Veit	M. McCoy
1 mile	G. Veit	G. Earl	N. Hill	M. McCoy

*G. Veit not competing—arrived late.

Standing: N. Hill, 13 points; G. Earl. 13 points; M. McCoy, 8 points; G. Veit, 7 points; R. Callison, 3 points.

The Twelve Greatest Cyclists

THE question of who are "The Twelve Greatest American Cyclists" has stirred up considerable interest among the fans, officials and he racing cyclists themselves. We are publishing opinions this week of a track manager who has also been a racing man, a pace follower, who recently did a "come-back," and a starter, who has seen em all for 26 years or more. Other choices are also included.

Frank Cadwell, who is now managing he New Bedford Cycledrome, has submitted a dozen that he thinks should be classified as the twelve greatest. "Cad" s an old time racing man, has raced against many that he lists and now pays some of them to ride for him. "Cad's" ist follows:

Nat Butler.
Albert Champion.
George Chapman.
Johnny Chapman.
Jackie Clark.
Willie Fenn.
Howard Freeman.
Alfred Goullet.
Frank L. Kramer.
Bobby Walthour, Sr.
George E. Wiley.
Arthur A. Zimmerman.

"Cad" even goes so far as to give his reasons. He lists them as follows: Kramer, greatest sprinter, by his careful and clean manner of living is a model for racing men of the present and of the future; Goullet, greatest all-around rider of present day; George Chapman, motor-paced star and American champion; Wiley, gamester, battler, former champion and the "Grand Old Man of the Motor-Paced Game"; Walthour, best all-around rider of his decade; Clark, former sensational sprinter and six-day rider; Butler, all-around rider and savior of the motor-paced game in this country; Fenn, a really wonderful rider, sprinter, pursuit, etc., but as "Dutch" Waller was wont to say of James Francis Moran: "You have a $10,000 pair of legs and a ten-cent head"; Johnny Chapman, scrappy rider and leading race promoter of the world; Champion, a spectacular rider with business ability enough to accumulate several million iron men through "A. C." spark plugs; Freeman, a classy rider in his time now handing out a lot of laugh in the Newark Evening News and Motorcycle and Bicycle Illustrated with his cartoons; Zimmerman, invincible in the days of the high wheel and dirt tracks.

"Cad" says that an even dozen is hardly enough, so "Cad" adds Jack Prince, high wheel champion and speculator with other fellow's lumber in building board tracks; Oscar Hedstron, a good rider and inventor of the Indian motorcycle, and George M. Hendee, a former high wheel champion, who backed Hedstrom's invention.

Worth L. Mitten, the Davenport, Iowa, ankler, adds his twelve and "Mit" gives his reasons as well. Mitten's list follows:

Eddie Bald.
"Farmer" Blum.
Joe Fogler.
Alfred Goullet.
Frank L. Kramer.
Iver Lawson.
Jimmy Moran.
Eddie Root.
Major Taylor.
Bobby Walthour, Sr.
George E. Wiley.
Arthur A. Zimmerman.

Mitten's reasons for picking them are: Bald, remembered not only for his speed, but neat appearance on track; Blum, road rider that beat them all for 20 years; Fogler, for picking good partners and one eye on box office; Goullet, record shows him to advantage in any part of sprint game; Kramer, sprinter, champion of champions; Lawson, very fast and fearless in tight places; Moran, six-day rider, determined and could go any time; Root, six-day rider that always seemed to know what other riders were going to do; Taylor, an all-around man in sprint game; Walthour, the best all-around rider ever produced in any country; Wiley, road man, six-day rider and strongest of all paced riders; Zimmerman, sprinter with almost unlimited speed.

Gabe Abieneste, who has been starting bicycle races for the past 25 or 30 years, and who was a racing cyclist himself, believes the following selection is fine:

E. C. Bald.
Nat Butler.
Ray Eaton.
Joe Fogler.
Alfred Goullet.
Frank L. Kramer.
Iver Lawson.
Jimmy Moran.
Eddie Root.
Orlando Stevens.
Major Taylor.
Arthur A. Zimmerman.

Jack Neville, who has probably trained more racing cyclists and seen more of

With the Class A professionals at the Newark Velodrome on a recent Sunday. At left may be seen the field lined up for the mile invitation, from pole to outside of track. They are: Willie Spencer, Aleck McBeath, Alfred Goullet, Alfred Grenda, Arthur Spencer, Ray Eaton and Eddie Madden; while at the right is the finish, with Willie Spencer winning from Grenda, with Art Spencer, at left, beating Ray Eaton, back of Willie Spencer, fourth.

the world's best anklers, submits the following list, and Jack says that this is the order in which they should be classified:

Frank L. Kramer.
Arthur A. Zimmerman.
Bobby Walthour, Sr.
Alfred Goullet.
Eddie C. Bald.
William S. Fenn.
Iver Lawson.
Major Taylor.
Eddie Root.
Jimmy Moran.
Reggie McNamara.
Eddie McDuffee.

Joe Judge, who has raced in about every prominent cyclist's time, paced races and promoted them, says:

"Regarding the twelve greatest cyclists I want to give you my selection, and I rode from 'Zim's' time, 1889 to 1902, and then got a line on the new generation of riders when I was promoter and pacemaker for the middle-distance stars up to 1906, and have been a fan ever since I entered the great game. If I could select some of those who have passed away it might be different, but you say you want the twelve greatest living cyclists. My list is as follows:

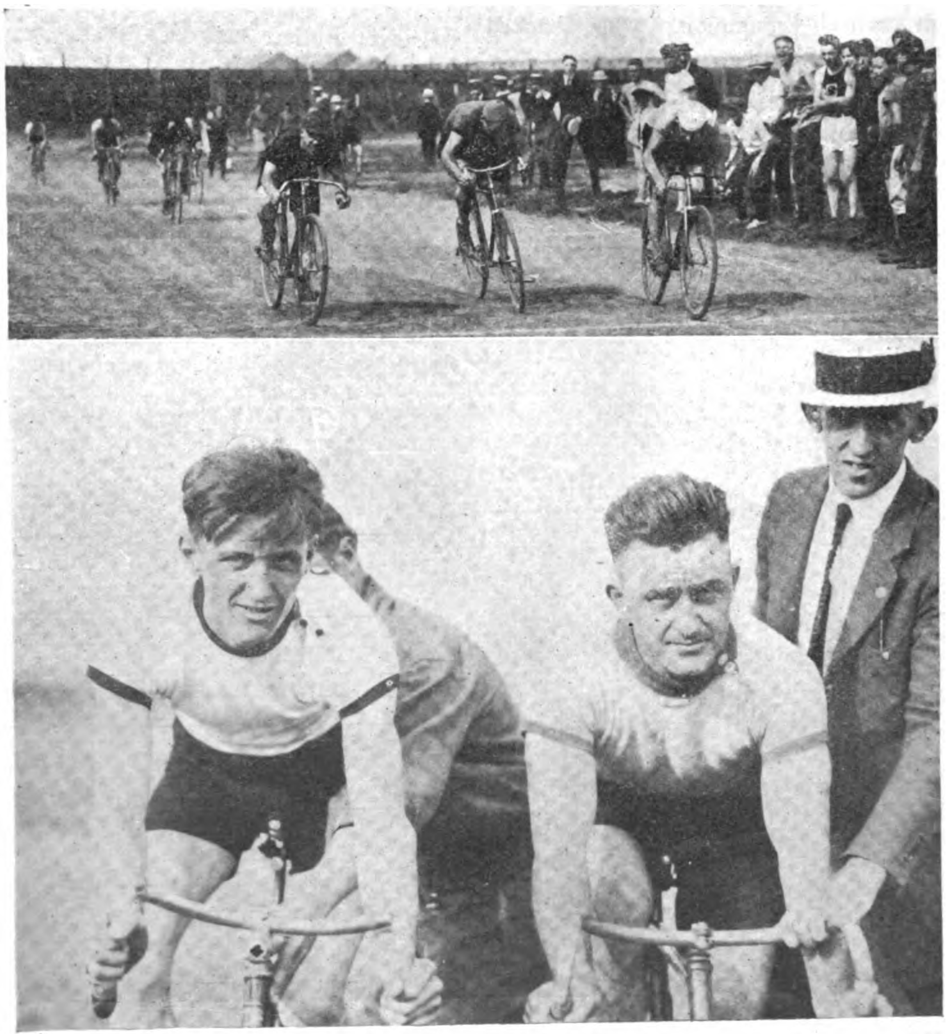
A. A. Zimmerman.
E. C. Bald.
Major Taylor.
Marcus Hurley.
Frank L. Kramer.
Bobby Walthour, Sr.
George Wiley.
Iver Lawson.
Nat Butler.
Alfred Goullet.
Tom Butler.
Jimmy Moran.

Clint Ayres, a former amateur who has been identified with the game for many years, submits his list of who he figures should be among the dozen greatest cyclists. Clint's list follows:

Eddie Bald.
Tom Butler.
Jackie Clark.
Willie Fenn.
Marcus Hurley.
Alfred Goullet.
Frank L. Kramer.
Iver Lawson.
Orlando Stevens.
Major Taylor.
Bobby Walthour, Sr.
Arthur A. Zimmerman.

George C. Dresser, a veteran of the real days and an active bicyclist nearly every year since 1884, and being fairl familiar with the performances of the rac ing men on both the track and road sinc that period, submits the following twelv as being in his opinion the greatest livin American cyclists:

Bob Alexander.
Eddie "Cannon" Bald
Harry Caldwell.
Jackie Clark.
Ray Eaton.
Alfred Goullet.
Frank L. Kramer.
Iver Lawson.
Eddie Root.
Major Taylor.
Willie Windle.
Arthur A. Zimmerman.



At Celtic Park, N. Y., August 6. Upper, Marquard, right, beats Everard, left, and O'Shaughnessy, center, in the mile race. Lower, J. Seawall, left, and Joe Crowley, winners of the team race.

SPENCER FAMILY SHINE

THE Spencer family had a chanc to shine at the Newark Velodrom on Sunday, August 20. Willie Spen cer, the 1922 American sprint cham pion, won a match race against Fran Cavanagh, the "Irish Giant"; Arthu won the one-mile open for the profes sionals, and Fred Spencer, the Plain field amateur, took the two-mile ope for that class. It was a great day fo the Spencer clan.

In the match Cavanagh came out al dolled up with bandages, the bandage covering bruises he had received in spill at the Revere Beach Cycle Trac last week. Cavanagh rode from th front in the first heat and in a ver close race he was given the decisio Willie Spencer came back in the sec ond and third heats and, riding from i front, beat Cavanagh. After his vic tory Willie was presented with a flora horseshoe, the gift of the "Fans o the Grove Street Turn," and also a lit tle shaver, Willie's nephew, gave him bouquet. The horseshoe was too larg for Willie to tote around the trac when he did his tour of honor, so h carried the smaller floral offering.

Arthur Spencer won the mile ope from Reggie McNamara, Cecil Walke Harry Kaiser and a good field in th mile open final. Aleck McBeath too the two-mile handicap and Alfre Grenda defeated the field in the fiv mile open, Alfred Goullet running se ond and Bobby Walthour third. In match race Orlando Piani disposed Goullet in straight heats. Summaries:

One-Mile Novice—Won by Ralph Wentwor second, Harry Samsky. Time, 2:18 3-5.

Half-Mile Handicap, Amateur—Won by A. Ni minsky, 75 yards; second, Otto Zipf, 35 yar third, William Kirk, 55 yards; fourth, Sam Ca man, 40 yards. Time, 54 seconds.

Two-Mile Open, Amateur—Won by Fred Sp cer; second, Louis Benezatti; third, Willie Grim fourth, Elmer Bundt. Time, 3:58 2-5.

One-Mile Open, Proefssional—Won by Arth Spencer; second, Reggie McNamara; third, Ce Walker; fourth, Harry Kaiser. Time, 2:03 2-5.

Two Mile Handicap, Professional—Won Aleck McBeath, 10 yards; second, Alfred Goull scratch; third, Fred Hill, 35 yards; fourth, Har Horan, 170 yards. Time, 3:47 3-5.

Five-Mile Open, Professional—Won by Alfr Grenda; second, Alfred Goullet; third, Bob Watlhour, Jr.; fourth, Aleck McBeath. Tim 9:58 2-5.

VERKEYN RIDES FINE RACE

Worcester, Mass.—Charlie Verkeyn, riding one of the greatest races of his career and giving as game a performance as was ever seen at the Worcester track, defeated Jules Miquel, Frank Corry and Willie Kellar in the 35-mile feature at the Heart of the Commonwealth enclosure, Monday night, August 14. Miquel, Corry and Kellar finished in the order named.

Kellar got away in first position and held the lead until after the eighth mile had been covered. But the others had been biding their time as was proved when all three spurted and passed Newark Willie with ease. With Miquel leading and Corry second during the 19th mile, Verkeyn came up fast, only to lose his pace and be lapped by the flashy Frenchman. But the Belgian kept plugging, overhauled and went ahead of Corry at the 27th mile and then burst into the lead when Miquel's bike went bad. Corry's wheel also flivvered and Verkeyn had it soft from that juncture up to the finish. Verkeyn crossed the final line in 49:54 3/5.

An amateur Australian pursuit race, which was won by Harold "Bony" Aldrich, a local Y. M. C. A. physical director, developed into one of the most enjoyable of the night's events. Aldrich also copped first place in the amateur one-mile handicap. Fair weather on two consecutive racing nights proved almost too much of a shock for Manager Pat Logan to weather successfully, but he managed to retain his wonted composure, outwardly at least, and is now prepared for almost anything that may happen. Summary:

Four-Lap Handicap, Professional—Won by Tom Connolly, 90 yards; second, Frank Drobach, 80 yards; third, Tom Grimm, 85 yards; fourth, Leo Magoli, 65 yards; fifth, John Gallo, 110 yards; sixth, Walter Rosenthal, 75 yards. Time, 1.04 1-8.

One-Mile Handicap, Amateur—Won by Harold Aldrich, 55 yards; second, Tom Keating, 145 yards; third, William Magill, 75 yards; fourth, Charles Levine. Time, 1.59.

Australian Pursuit Race, Amateur—Won by Harold Aldrich; second, Albert Alto. Distance, 3 5-7 miles. Time, 9.01 1-5.

Five-Mile Open, Professional—Won by James Corbert; second, Nelson McKenzie; third, Ralph Spiers; fourth, Archie McDonald; fifth, Bert Carmody; sixth, Tom Grimm. Time, 11.43 1-5.

Three-Mile Open, Amateur—Won by George Rhodes; second, Charles Levine; third, Walter Greenquist; fourth, Tom Logan. Time, 6.59 1-5.

GAFFNEY BEST AT WORCESTER

Worcester, Mass.—Lawrence Gaffney, of Brooklyn, making his debut at the Worcester track, Thursday night, Aug. 17, came through with a clean-cut win in the 30-mile motor-paced feature, breezing home in 44:27, peppery time for the seven-lap course near the shore of Lake Quinsigamond

Ralph Spiers, of Boston, who led until after the fourteenth mile had been covered, finished second, with Willie Applehans, the German, third, and Brask Anderson, Denmark's hope, last. Like Gaffney, Applehans and Anderson were making their initial appearance at the Worcester course.

Spiers, who gives promise of developing into quite a pace follower, gave his many rooters a chance to exercise their lungs during the early portion of the race. But Gaffney was not to be denied as he proved when he made the spurt that landed him out in front, where he remained until the final gun.

Applehans and Anderson lost their respective paces periodically. Each showed flashes of rare speed, when working right, Anderson, in particular, displaying some sensational stuff after his chances of making up for earlier lapses had vanished.

Frank Cavanagh, who sustained a few minor injuries in a spill at Revere the night before, won the five-mile professional open in 11:26 3-5. The summary:

Four-Lap (4/7-Mile) Open, Amateur—Won by Mal Wallace; second, Tom Logan; third, Walter Greenquist; fourth, Ray Williams. Time, 1:35 4-5

One-Mile Handicap, Amateur—Won by Ray Williams, 55 yards; second, Tom Keatin, 160 yards; third, Ted Johnson, 115 yards; fourth, Shep Richmond, 100 yards. Time, 2:00 3-5.

Team Pursuit Race, Professional—Won by John Gallo and Walter Rosenthal; second, Bert Carmody and Tom Connolly. Time, 4:45 3-5. Distance, 2 miles and 190 yards.

One-Mile Handicap, Professional—Won by Tim Sullivan, 100 yards; second, Hugh McPartland, 130 yards; third, Frank Drobach; fourth, Bert Carmody. Time, 1:53.

Five-Mile Open, Professional—Won by Frank Cavanagh; second, Tim Sullivan; third, Tommy Grimm; fourth, James Cobert. Time, 11:26 3-5.

RAIN STOPS THE BOL d'OR

Revere, Mass.—The feature race at the Revere Beach Cycle Track on Saturday night, August 19, was the 50-mile Bol d'Or, with George Chapman, the champion; Clarence Carman, Frank Corry and Victor Linart as starters. Vincent Madonna, the Providence Italian, was to have been the fifth starter, but as Madonna was suspended for his ride at New York the night previous he was unable to start.

Chapman romped away with the race, the champion lapping his opponents regularly. When the rain caused a halt at 44 5/6 miles he was so far in the lead that there was no contest. Corry was second when the rain called a halt, while Linart and Carman ran third and fourth. The time for the distance was 1 hour and 2 minutes.

Willie Spencer, the American champion for 1922, made his first appearance at Revere since winning the title. Willie met Hans Ohrt, Ray Eaton and Alfred Goullet in a mixed match. In the first heat Goullet beat Ohrt and in the second Spencer beat Eaton. In the third heat all four riders met and Ohrt got a break and ran away with the heat. Spencer and Ohrt were tied with a first and a second and Goullet took third with a first and a fourth, while Eaton had a second and a third. Summaries:

Two-Third-Mile Handicap, Amateur—Won by Joe Schumack, 140 yards; second, Tom Logan, 75 yards; third, A. J. Robertson, 115 yards; fourth, Robert Lake, 85 yards. Time, 1:14 4-5.

Miss-and-Out, Amateur—Won by Frank Hughes; second, Joseph Reni; third, George Carmody; fourth, Charles McDonald. Time, 6:35. Distance, 3 miles.

Half-Mile Handicap, Professional—Won by William Cupit, 130 yards; second, Frank Drobach, 105 yards; third, Tim Sullivan, 90 yards; fourth, Hugh McPartland, 140 yards. Time, 56 4-5 seconds.

Five-Mile Open, Professional—Won by Walter McKenzie; second, Leo Maggoli; third, Tommy Grimm; fourth, Hugh McPartland. Time, 12:06 2-5.

Brask Andersen, the Danish paced rider, now racing in America.

MADONNA SECURES SOME REVENGE

Providence, R. I.—Vincent Madonna, riding one of the great races that he can ride when he is going right, won the 50-mile "Golden Wheel Revenge" at the Cycledrome Tuesday night, August 15, when he defeated Victor Linart, Jules Miquel and Clarence Carman in order. The 50 miles was ridden in 1:16.56 2/5. Madonna was not pushed to any great extent after he took the lead, as his opponents seemed to feel that Madonna had the goods. Carman rode a hard race, never trying harder to win, but for some reason he couldn't hit his pace, and in the 35th mile changed from Stein to Ruden. The change failed to function and the ex-champ was a mile behind at the finish. The greatest struggle came in the 18th mile when Madonna went out and after a grinding five lap battle got into the lead, wrenching it away from Linart, who had a short time before bested Carman, and making Madonna's work fairly well cut out for him. The summary:

Half-Mile, Amateur, Handicap—Won by Vincent Picchione, 45 yards; second, L. S. Harten, scratch; third, Raymond Warren, 70 yards; fourth, Martin Deerig, 40 yards. Time, 59 4-5 seconds.

Three-Lap Handicap, Professional—Won by Rudolph Blomstrom, 50 yards; second, Fred Jarvis, 35 yards; third, Albert Lancelotti, 45 yards; fourth, G. Prococini, 25 yards. Time, 48 4-5 seconds.

Two-Mile Open, Amateur Class B—Won by Frank Frazzini; second, Alphonse Columber; third, Conrad Sunquist; fourth, Raymond Warren. Time, 4.35 2-5.

Miss-and-Out, Amateur—Won by Chick Meyer; second, L. S. Harten; third, Howard Petto; fourth, Martin Deerig. Distance, 10 laps. Time, 3:18 2-5.

Sprint Match Race, Professional—Won by Frank Depanni; second, Louis Gilson; third, Thomas Fitzsimmons. Time of final heat, 15 seconds.

Three-Mile Open, Professional—Won by Vincent Markey; second, Louis Gilson; third, Michael Di Orio; fourth, Joseph Mitola. Time, 6.51 1-5.

Golden Wheel Revenge—Won by Vincent Madonna, Providence; second, Victor Linart, Belgium; third, Jules Miquel, Paris; fourth, Clarence Carman, New York. Time for 50 miles, 1:16:56 2-5.

LINART WINS AT PROVIDENCE

Providence, R. I.—Victor Linart won a two-heat race at the Cycledrome, August 18, defeating Percy Lawrence who had 9 points, Charles Verkeyn who finished with 7 and Frank Corry who had 5. Linart's score was 18. He landed the first heat of 20 miles without apparent difficulty. Verkeyn, however, was the big hero of the night. He had a puncture in the first heat, and lost three laps in changing bicycles. He gained much of this back by sensational sprinting and at the finish was less than a quarter of a lap behind Linart. The second heat was a pursuit affair, the men starting at equal distance apart. Verkeyn was forced to quit at about six miles because of a flat tire. Frank Corry quit almost immediately after from exhaustion, and then Linart soon passed Lawrence. The summary:

Sprint Match Race, Amateur—Won by L. S. Harten; second, Albert Crossley; third, Frank Hughes.

Miss-and-Out—Won by Frank Frazzini; second, Roland Winsor; third, Vincent Picchione; fourth, Edward Stone. Distance, 1 4-7 miles. Time, 3:35.

Three-Lap Handicap, Amateur—Won by Dan Pischione, 25 yards; second, Byron Sweet, 50 yards; third, Roland Sevigny, 20 yards; fourth, Frank Frazzini, 35 yards. Time, 49 4-5.

Two-Mile Amateur, Class A—Won by L. S. Harten; second, Frank Hughes; third, Chick Meyer; fourth, Alphonse Coloumbe. Time, 4:30 2-5.

One-Mile Handicap, Professional—Won by Vincent Markey, 35 yards; second, Oswald Colonna, 120 yards; third, G. Prococini, 50 yards; fourth, Archie Villa, 110. Time, 1:54.

Three-Mile Open, Professional—Won by Michael De Orio; second, Humbert Norantonio; third, Vincent Markey; fourth, Tom Fitzsimmons. Time, 6:57 2-5.

Team Pursuit Race—Won by Collonna Villa and Montecalvo; second, Upton, Reebes and Blomstrom. Time, 8:25 3-5. Distance, 3 miles.

Motor-Paced Race, Professional—Won by Victor Linart, Belgium; second, Percy Lawrence, San Francisco; third, Charles Verkeyn, Belgium; fourth, Frank Corry, Australia.

QUESTION BOX

The Question Box is open to every one. If you have a question pertaining to either the bicycle or motorcycle we will endeavor to answer it. Address your questions to Question Box, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

Side Valve Motors

(1)—What are the advantages of the motor whose valves are arranged at the side, like the Reading-Standard?

(2)—What is the advantage of having overhead inlet and exhaust valves (eight-valves), and could this type of valve arrangement be used to advantage for touring?

(3)—Has anyone used an eight-valve in an endurance run and with what results?

(4)—Is a Knight type motor for motorcycles obtainable?

Philadelphia, Pa. Arthur Tonnall.

Answer

(1)—We give several advantages as stated by the Sunbeam and Norton engineers. The Sunbeam motorcycle won the Senior Tourist Trophy Race this year. The advantages: (a) better cooling and better oiling; (b) minimum of wear in the valve gear; (c) absence of valve breakage; (d) synchronic action of valve springs and the force of gravity makes for quick and positive valve closing; (e) relative reduced cost of construction by reason of few parts.

(2)—A few miles per hour in a track race. We think as high speeds can be made with side valve type of motor as with eight-valve. The first motorcycle to do 100 miles per hour was an inlet-over exhaust Excelsior, in 1912, while the side-valve Indian at Daytona Beach, in 1920, made lots of eight-valve figures look sick. The eight-valve type is useless for touring.

(3)—John W. Constant rode an eight-valve Indian in the 1911 Invincible M. C. (of Brooklyn) run. This run was on Long Island and degenerated into a road-race. Constant completed the run without trouble, well on schedule.

(4)—No Knight types are made. In Scotland, Barr and Stroud put out an oscillating sleeve motor of 3 horsepower.

Sidecar Speedometers

(1)—Where can I get a speedometer for fitting to the wheel of a Harley-Davidson sidecar?

Ashland, Pa. "Tourist."

Answer

(1)—There are no speedometers regularly made for driving from the sidecar wheel. However, with a little ingenuity you can adapt a rear wheel drive Corbin-Brown speedometer to this work. Fit the split ring-gear on the wheel (left-hand spokes) and arrange the pinion and bracket so that the speedometer hand moves when the sidecar revolves forward.

Lincoln Highway in Pa.

(1)—Please give the distance between Cumberland, Ind., and Pittsburgh, Pa., with mileage of hard dirt roads.

(2)—Also, the distance between Pittsburgh and Chambersburg, via Ligonier and Bedford, Pa., with hard dirt mileage.

Baltimore, Md. • Harry Hook.

Answer

(1)—According to most recent information, about 110 miles. Considerable road construction is reported, so soft dirt may be encountered. We have no data on road surfaces, except hard or soft. Going should be generally good.

(2)—About 158 miles, if no detours are met with. Cannot give information on nature of road surfaces, but you may encounter some poor going near Bedford. Get local road dope at motorcycle agencies and fuel stations en route.

MECHANICAL KINKS

Painting Plated Surfaces

THOSE of us who like to have enamelled handlebars in place of the factory nickel-plating can get good results if the handlebars are clean before the enamel is applied. Scour the plated article with a mixture of salt and vinegar to remove the grease, after which wash the article with hot soapsuds and wipe dry with a clean rag. The enamel can then be applied without risk of running while wet or flaking after drying. It pays to use a good enamel always.

Protecting Spark Plugs

SPARE spark plugs can be kept from injury in the sidecar well by placing each plug in a length of rubber hose and closing each end of the hose with cotton waste.

For Sidecar Mats

TO remove the oil and grease from rubber sidecar mats (and also footboard mats) rub them well with pipe clay after wiping quite dry. The pipe-clay dries and then sucks the oil out of the rubber.

FAT SPARKS

By Hy Tension

Contributions to this column will be welcomed. I you think you have a spark that is hot enough t ignite the gas, send it along. Address contributio to Fat Spark Column, *Motorcycle and Bicycle Illu trated*, 912-920 Broadway, New York.

The Wag Speaks of Mag

"Mag Is Weak" is the laconic paragraph head in a late Question Box columr

We don't know Mag but it may be tha she has lost her personal magnetism and i tired out from too much brushing. D you see the points?

A Page of Life

The bird that was caught stealing a side car outfit "just for a lark" has bee caged. The "lark" didn't even attend hi trial—she couldn't "take off" from he work at the laundry.

A rolling motorcycle gathers no crowd

Famous Climbers

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Floyd
Our shirt

Our Hard-Hitting Baseball Team

Jimmie Socco,
Walter E. Binger,
Louis Bam,
Tom Batson,
And five others.

A Devil of a Stunt

The inveterate motorcyclist arrived i heaven and immediately asked St. Pete if there were any motorcycles to be ha The saint shook his head, so the ride took himself hence to "the other place."

There, to his great joy, he found hi favorite mount, his riding togs, goggle etc. Also, there were his old cronies, pal of many an enjoyable trip, mounted an ready to go.

The newly come soul was ecstatic. H turned to an imp standing nearby a parently awaiting the motorcyclist's bi ding. "Well, where do we get the gas line?"

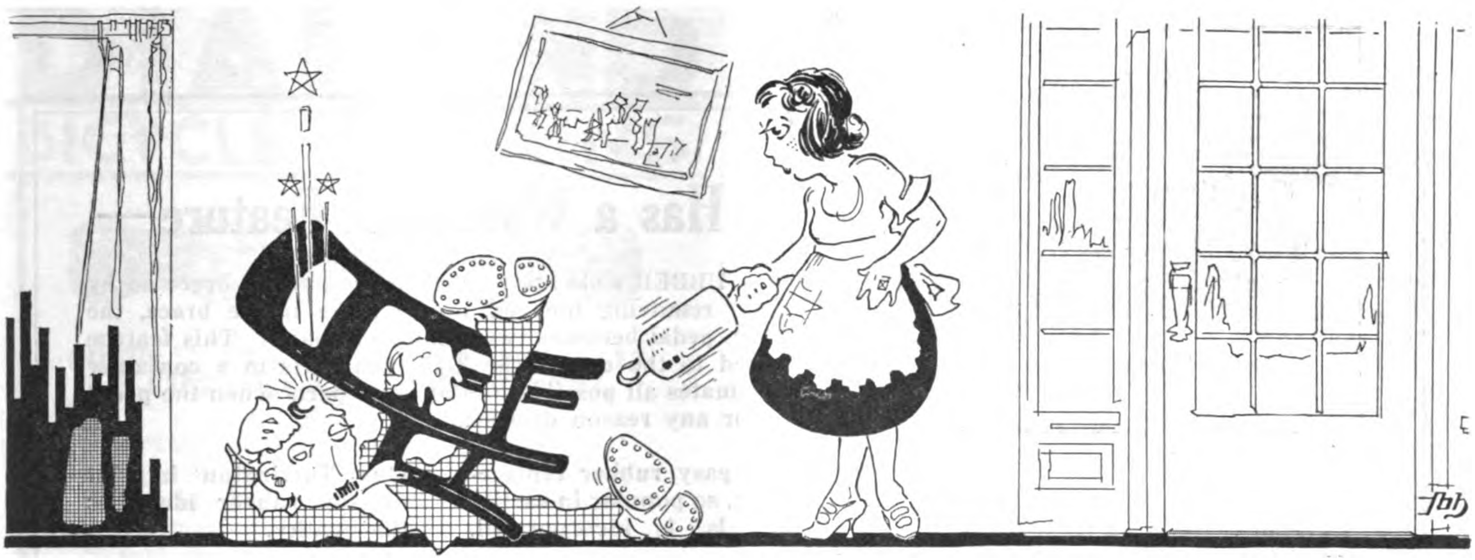
Answered the imp, "There isn't an That's the hell of it!"

Good Races by St. Onge

WHEN Fred St. Onge was at Terr Haute he ran some good race for the dealers in the Hoosier City.

Nine races were run off in fast tim Graham Elliott was the star of th meet, scoring 18 points. William Wi son scored 14 points in the senior clas Edsel Sears was the star of the junio and carried off first honors for th youngsters.

The parade and races was the for runner of similar events to be hel there before the close of the season. S Onge expressed himself as well please with his reception.



"Geranium nothin'," she flung back. "You ain't hert half as Bad as you ort to be. Get a Hustle on, an' go down an' fix the Furnace"

Success Secrets

ONST there wuz a Man who wuz in bizness for hisself. He wuz a Fisherman, an' he lived by the side of a beautiful river which Watered a Land flowing with Milk, an' Honey, an' grapes, an' bizness, an' Opportunities. It wuz a grate country, an' over it waived the Blessed, Beautiful, Big Flag carrying the Stars an' Bars.

Well, as we sed Be4, Fishin' wuz this Man's job, an' he had his eye on a big Kar, a fine Home, an' Theatre tickets, an' lait suppers, an' also a Big Front, generally!

Sew he started out to bate his hook to get hold of the suckers. He prided Hisself that he could use the kind of bate that would Land the Big fish every time, for he would Wink with one Eye an' say, "You gotta no the kind of bate to use for every Kind of Fish."

But our Friend wuz only foolin' hisself, for he used the *same bate*—only different sizes of it, an' his bate wuz eXcuses. He wuz always makin' eXcuses to others an' to Hisself. "He wood do that tomorrow." "He plumb forgot, but it wouldn't happen again." "He wuz thinkin' about that, but hadn't got started at it." "The Weather was 2 Hot," "the Weather 2 Cold." "The Market wuz 2 Dull." "Money wuz 2 skarse."

Won nite his Wife met him at the Front Doar with a glare in her Eyes, an' sez she, "Ned, have you dun any bizness today?"

Ned tossed off his Over-coat, flinging it on one chair, an' then through his Hat an' gloves into another. And then he turned to Friend Wife.

"Say," sez he, "a Man kum in an' kep' me talkin' so long I didn't get my Advertisement in today's issue."

"An' it's Friday nite," sez his wife, "an' that means that bizness will be deader'n last Yeres political Issues, tomorrow."

At that she yanked a rollin' pin out of a long pocket in her skirt and hit her Beloved a frightful wallop over the cocoanut.

He fell back with a grone.

Sez he weakly, "I'd have brought you a Box of Candy, Minty, if I'd had the Money. Put a Geranium on my grave and Water it now an' again with your teers."

Minty gave Him the once-over with a mean look.

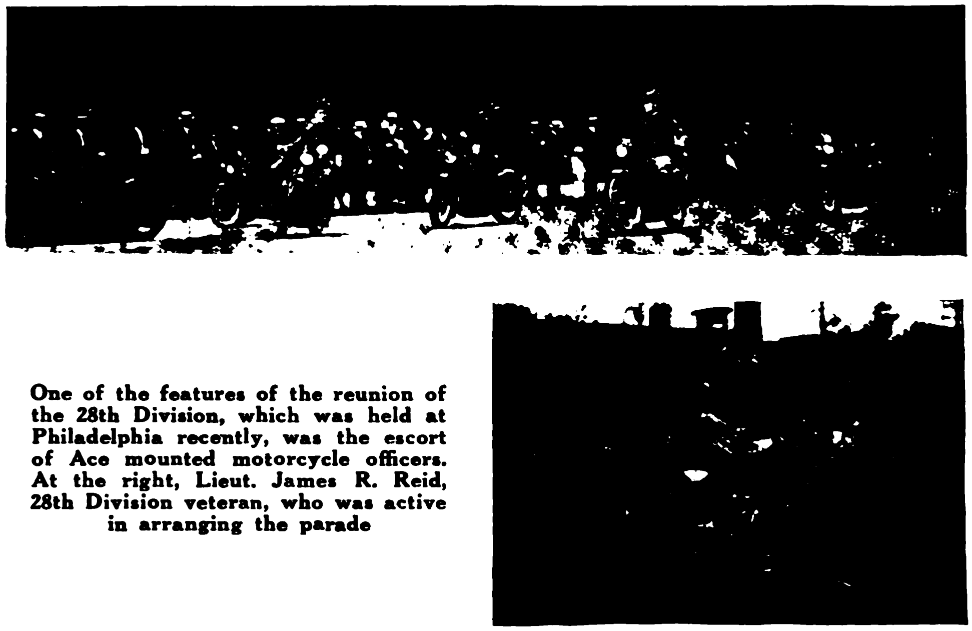
"Geranium nothin'," she flung back. "You ain't hert half as Bad as you ort to be. Get a Hustle on, an' go down an' fix the Furnace, an' remember this, from now on. You can't eat eXcuses. You can't pay Bills with 'em. You can't Sell 'em. EXCUSES NEVER GOT YOU ANYWHERE OR ANYTHING. YOU GOTTA DELIVER THE GOODS."

Friend Hubby rubBed his hed, crawled to his Feet an' crep' down the seller stairs with a hollow grone. When he kum up he smiled wanly an' sed:

"Minty, you're rite. I reckon I've been Talkin' 2 Much—an' doin' 2 Little."

ON THE WIDE WET SEA

The tourists on American ships these days are nearly all saloon passengers.—Life.



One of the features of the reunion of the 28th Division, which was held at Philadelphia recently, was the escort of Ace mounted motorcycle officers. At the right, Lieut. James R. Reid, 28th Division veteran, who was active in arranging the parade

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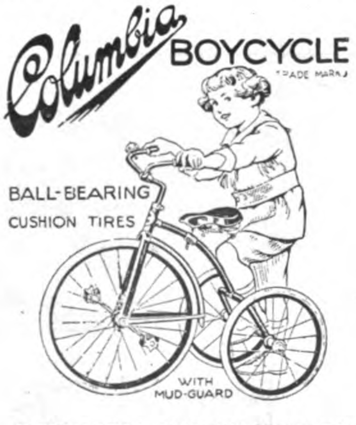

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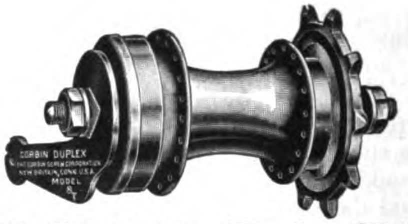

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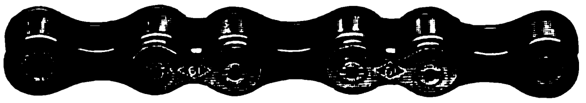

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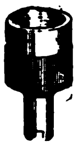

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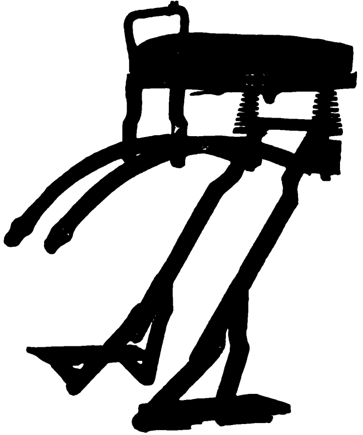

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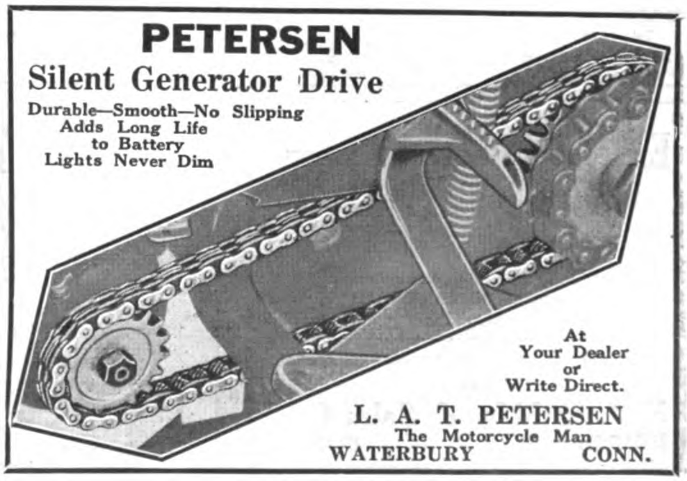

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Advertising in these classified columns brings quick results at lowest possible cost. Not a week passes but someone writes us: "Chance our ad; we've closed out the goods we've been advertising," or "we've got the man we wanted," or "we've got the job we wanted." Why not send us copy for your ad today—Now? Rates given in heading.

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920 Broadway New York

MOTORCYCLE AND BICYCLE business for sale in city of 45,000. Low rent, well stocked for general repairing. Welding, Vulcanizing and Battery Repairing. Inventory $1,900. Have agency for leading motorcycle. Reason for selling—aviation business. Box 37, care Motorcycle and Bicycle Illustrated, 920 Broadway, New York.

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FRAMES, FORKS, Bars, Crank Cases, Fly Wheels, Pistons, Cylinders, Tanks, Guards, $1.00 each. New Plugs, 25c. New Grips, 15c. Engines, $5.00 to $10.00. Motorcycles, $10.00, $25.00, $50.00. Distributor Ace Motorcycles. KNIGHTS, 1512 Locust, St. Louis, Mo.

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T.F.

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In both of these systems POSITIVE-REGULATION is assured by the superior functioning of the "Steadfast" regulator

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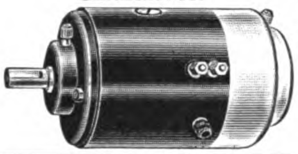

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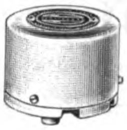

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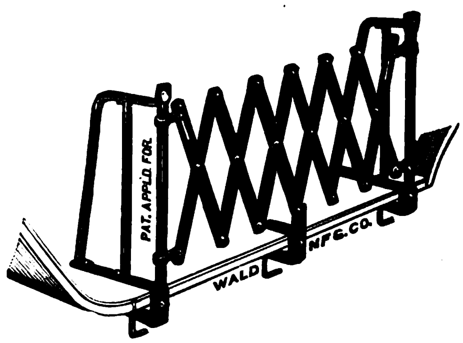
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We issue a Weekly Bulletin, known as the "Broadway Weekly Visitor," listing Bicycle and Motorcycle accessories at rock bottom prices, along with quality merchandise.

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Broadway Cycle Co

INC. PHILADELPHIA

527 MARKET STREET

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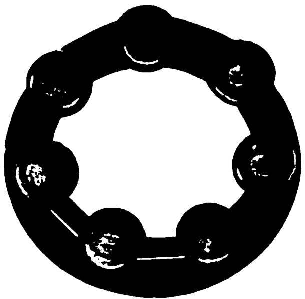

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Are Standard Equipment in All Bicycles and Coaster Brakes in America

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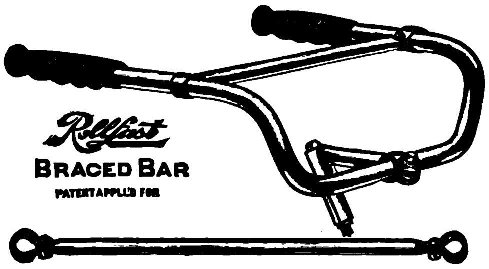

Cannot rattle loose or come apart from vibration. Does not weaken the tubing by cutting large portion of it away, but manner of construction greatly strengthens the bar. Stem is adjusted same as on ordinary bar. Nickel-plating and finishing guaranteed to outlast nickeling and finish on any bicycle.

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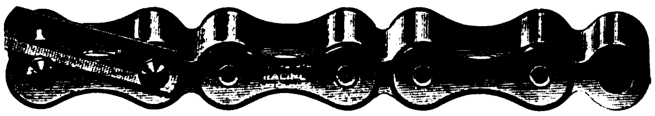
COASTER BRAKE

The Brake that Brought the Bike Back.

HAVE YOU SEEN

DUCKWORTH No. 30 BICYCLE CHAIN?



"The Strongest Chain of Its Weight in the World"

Dealers are finding that this chain sells very easily to those riders who are particular about their bicycle equipment.

DUCKWORTH CHAIN & MFG. CO.

Springfield, Mass., U. S. A.

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Motorcycle and Bicycle Illustrated

Name ....

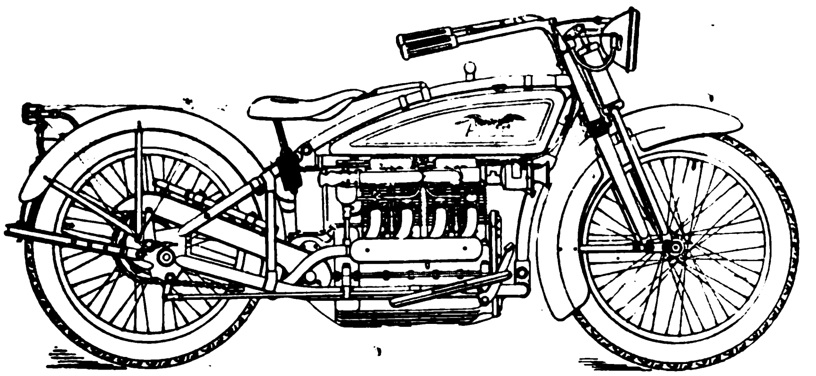
Address ....

City...................... *State*..................

Are you a Rider?............*Are you a Dealer?*..........

MOTORCYCLE AND BICYCLE ILLUSTRATED

920 Broadway, New York



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4
Electric
$335
f. o. b. factory, plus tax

Business!

THE immediate increase of sales at the 1923 Ace price proved that business does respond if values are attractive enough. This phenomenal new four-cylinder worth had instant effect—more Ace motorcycles were sold in the month following the announcement than in any previous month in this firm's history (even though it was the time of year when sales ordinarily "slow down".)

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and
Accessory Show

GARDEN PIER

ATLANTIC CITY, N. J.

Sept. 14-15-16, 1922

A Complete Cycle Exhibit

Latest Model Bicycles—All the New Accessories

Inspect and select your line for 1923

BICYCLE POLO—BICYCLE TRICK RIDING
BICYCLE ROLLER RACING

**Visit Atlantic City—Enjoy the Bathing—Reasonable Hotel Rates—
Riders, Dealers and Jobbers Are Cordially Invited!!
It's a Show You Cannot Afford to Miss**

National Cycle Dealers' Convention, Sept. 14th-15th

National Amateur Championship Bicycle Road Races Under A. B. L. of A. Sanction, Sept. 16th

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E. J. Lonn, Chairman   W. G. Schack   C. A. Hawkins   J. P. Fogarty   A. P. Curtis

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For full information and space application blanks, address
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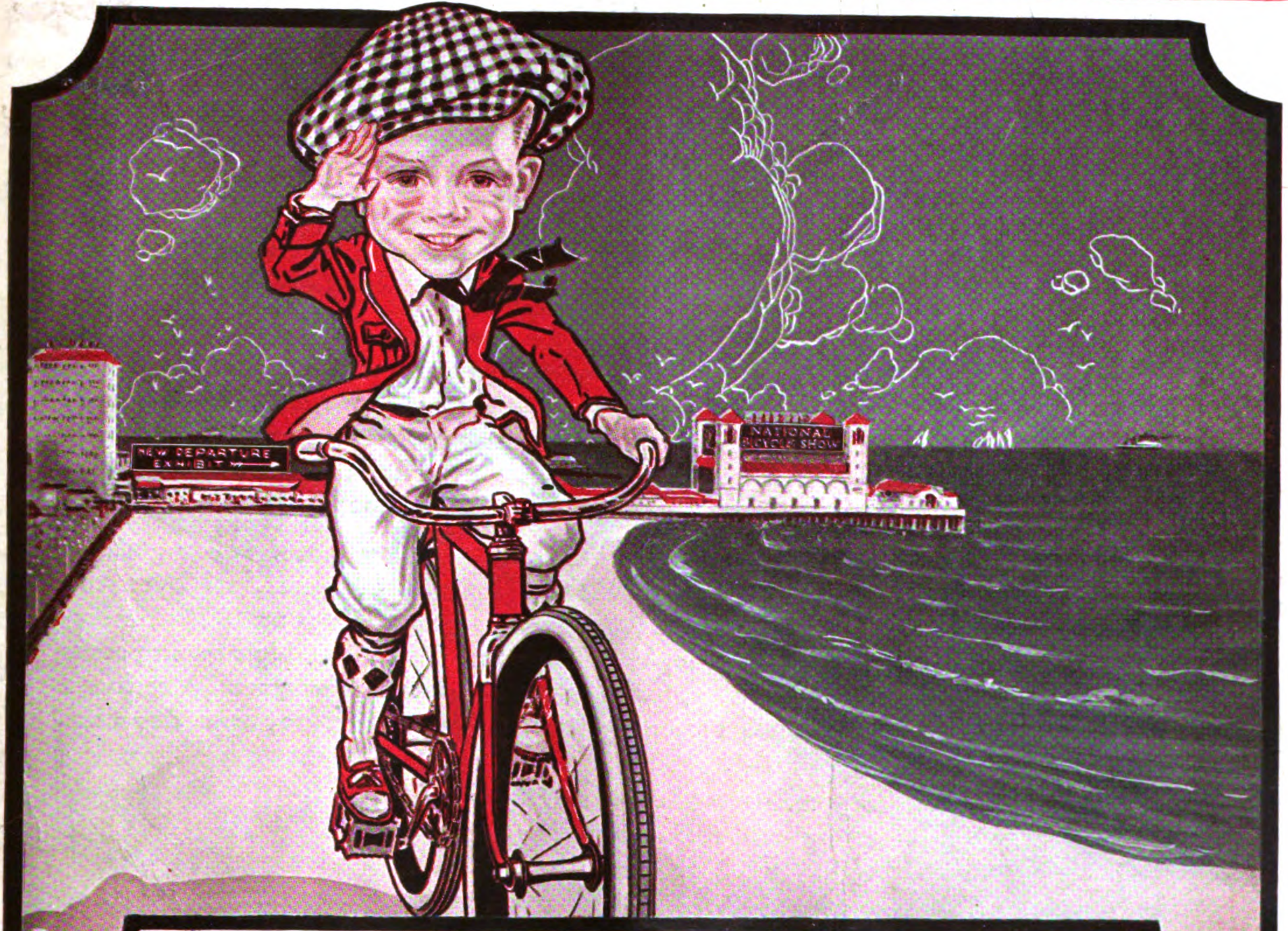
Motorcycle & Bicycle ILLUSTRATED

SEP '22

America's Greatest Cycling Magazine



THE bicycle will be the big attraction at Atlantic City, America's famous playground, from September 11th to 16th—the biggest week in the history of the bicycle industry—an exclusive bicycle and accessory show with a New Departure exhibit that will set you thinking—a big dealers' convention, St. Onge, and a parade that will be extraordinary—national amateur championship road races—window trim suggestions, a model bicycle repair shop—in addition to all the regular attractions.

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We invite you to make our booth your headquarters.

THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Connecticut

FIFTEEN CENTS NEW YORK AUGUST 31, 1922

Here's Opportunity!

DETROIT

OPEN: This Million Market for a big Motorcycle Merchant

HERE'S a rich motorcycle sales field open to a business man who is as big in vision and methods as this territory is in size and profit possibilities.

Tens of thousands of employed Detroit mechanics are good motorcycle prospects. Our registrations show that mechanics are the largest buyers of motorcycles.

We will create prospects for this new Detroit dealer through our consistent, well-planned national advertising. We will further help him develop prospects through an intensive, direct by mail campaign, by far the biggest ever used in the motorcycle industry. Other dealer advertising helps will supplement this advertising.

This new dealer will be a part of the sales organization of the world's largest builders of motorcycles and sidecars. This is substantial assurance that the man we appoint will be able to build a profitable business for the years to come.

Our 1923 selling season is going ahead fast. Increased sales, all over the country, prove that the 1923 Harley-Davidson, with the 10 big new improvements and the new greatly reduced prices, meets the popular demand.

If you have the capital and the merchandising ability to handle this big proposition, write or wire for appointment.

HARLEY-DAVIDSON MOTOR COMPANY, Milwaukee, Wisconsin

1923 HARLEY-DAVIDSON

The New World's Champion

Motorcycle & Bicycle ILLUSTRATED

Vol. 18 August 31, 1922 No. 35

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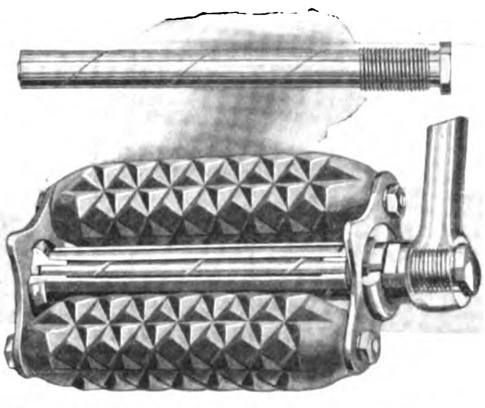

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"Thru your jobber—his service is economy."

Many other new and profitable items in Stevens Catalog — Ask for it.

STEVENS & COMPANY, 375 Broadway, New York

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Exclusively made by the Simon Coat Co.

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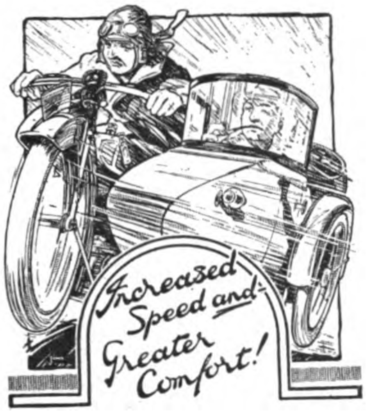
WINDSCREENS


Increased Speed and Greater Comfort!

Adjustable to nine different positions. Protects against dust, wind, rain and sleet.
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F-N

TANDEMS

Special model for all motorcycles.
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MERCURY WHEEL DISCS

Cleans instantly. Protects spokes. Adds class to appearance of outfit. Send for our list of special contrast colors.
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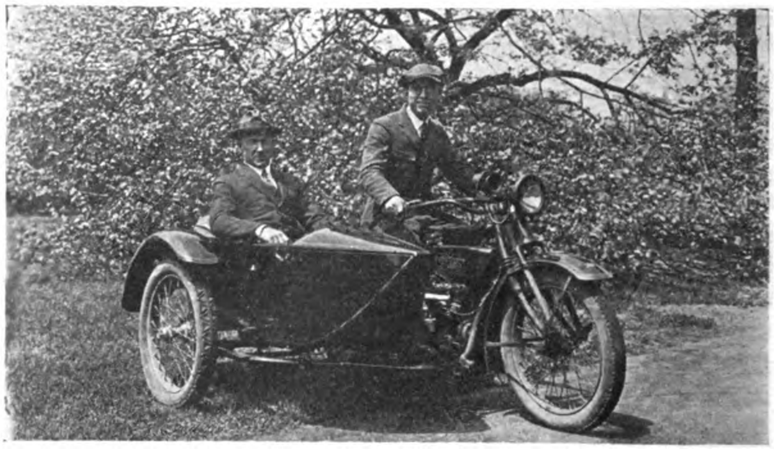
RUBBERALL CYCLE SUITS

Protect driver from all storms, wind, dust and cold. Send for circular.
Price $12.50

A Better Article Always Costs More

It always proves dearest to buy the cheapest. Highest quality must be paid for—and then it repays in service and satisfaction.



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The Class of the Road

Goulding Single Passenger Sportster .....List, $115

Goulding Family Sidecar (with single tread standard 44″ chassis)..................List, $135

f. o. b. Milwaukee, U. S. A.

Goulding points of superiority embodied in all models are Timken Roller Bearings, Full Elliptic Oil Tempered Springs, Coach Built Body with Cowl Moulding, Auto Door, Two Built-in Pockets, Roomy Locker, Floor Rug, etc.

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Catalog Free

SHILLAN, BECK & COMPANY, Inc.

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NEW YORK, N. Y.

Factory and Western Sales Office:
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Did you see Mrs. Clymer—

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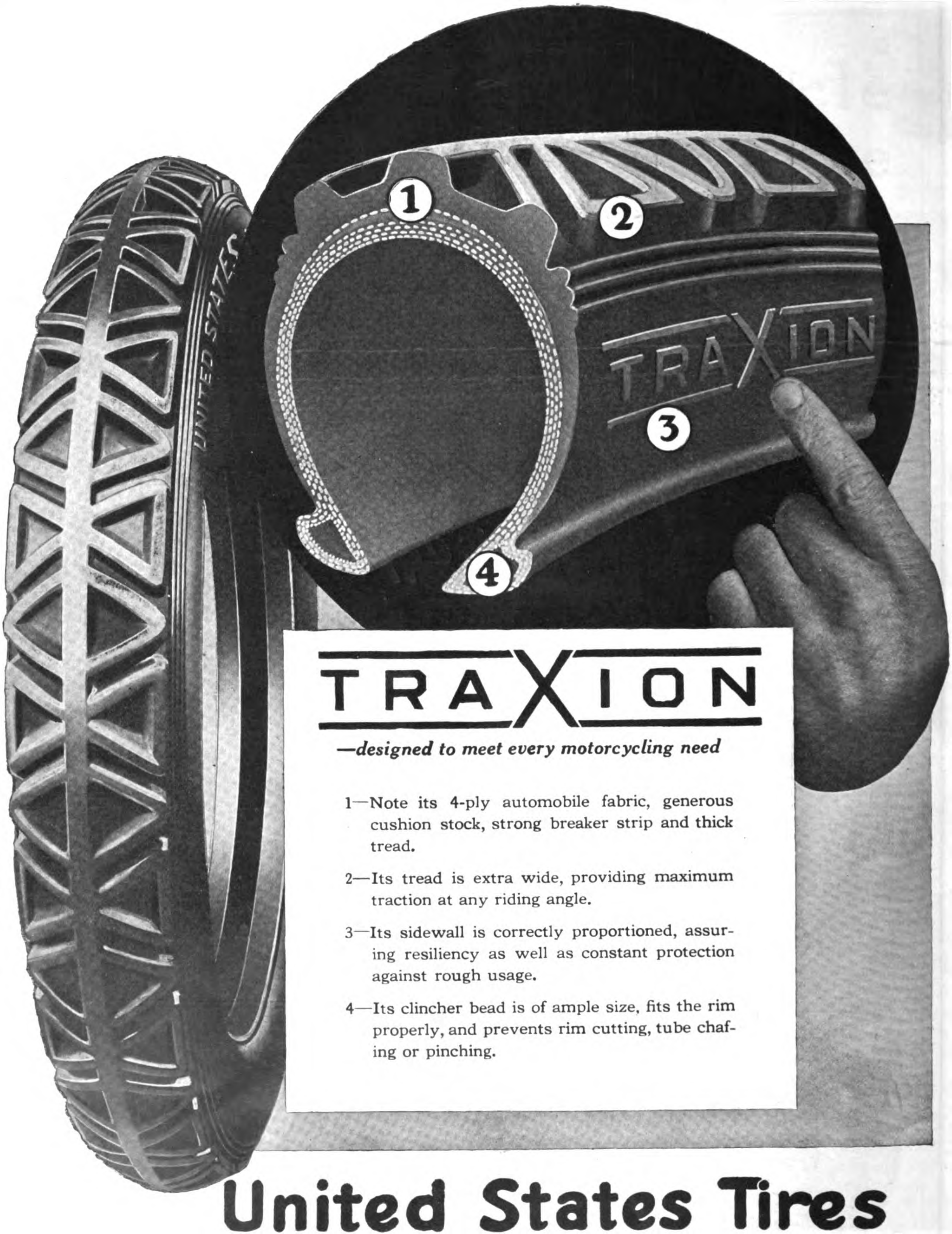
Powerful enough for a motor cop—and light enough for a girl to ride.

And the Price Now Is

$250

—the Universal Motorcycle with the Universal Appeal.

HENDEE MANUFACTURING CO.
Largest Motorcycle Manufacturer in the World
SPRINGFIELD, MASS. U. S. A.



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1—Note its 4-ply automobile fabric, generous cushion stock, strong breaker strip and thick tread.

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3—Its sidewall is correctly proportioned, assuring resiliency as well as constant protection against rough usage.

4—Its clincher bead is of ample size, fits the rim properly, and prevents rim cutting, tube chafing or pinching.

United States Tires

United States Rubber Company

Motorcycle & Bicycle
ILLUSTRATED

VOLUME 18
New York, August 31, 1922
NUMBER 35

A Call to *the* Colors

Vice-President G. A. Wenige of N. C. D. A. Tells Why Every Dealer Should Attend the Atlantic City Convention

By G. A. Wenige, Vice-President N. C. D. A.

MR. BICYCLE DEALER—I am writing you as vice-president of the N. C. D. A. in connection with the coming show and dealers' convention at Atlantic City, and at which I have been requested to act as chairman in the absence of the president, and you can just bet your last dollar that I will be there.

I would not miss one of those dealers' conventions for a great deal. I have never yet attended one without coming away with more knowledge than I went there with. To say that it has paid me to be there is putting it mild indeed.

Just to show you how much I think of the convention and show, it happens during the week in which we here hold our annual fair here in London and at which we have a large bicycle exhibit, and have had for many years. It is one of our biggest business weeks in the year, but I believe I will get better results by attending the convention. I cannot see how any dealer can afford *not to be there.*

The bicycle business is like a bank. The dealer can only take out of it what he puts in, with interest added, so the more he puts in the more he will be able to take out. May be some dealers have put in all they know, and are anxious to know more. Well the place to get this knowledge is at the convention where there will be more questions properly answered in two days than the dealer could have answered in his home town in a year, and they will pertain to his business. He will find many ways to shift his *sales into high,* in place of drifting along on low gear. He will find at this convention the successful dealers, and right here let me ask why does a successful dealer attend a convention? The best answer is because he is successful.

G. A. Wenige

VICE-PRESIDENT G. A. WENIGE of the National Cycle Dealers' Association is also President of the Canadian Bicycle Dealers' Association. More than that, he is one of the most progressive and successful bicycle dealers in America. What he says is worth listening to. It will be well worth a trip to Atlantic City for any dealer just to get the benefit of Mr. Wenige's advice and suggestions.

There never was a time when the dealers needed an association as much as they do right now. This is proven by the various trades associations in almost every line of endeavor worth while. The association idea commences in the kindergarten and public schools and goes on into business in general. Where would we be without an association? Surely then the bicycle dealer needs it.

This being a fact there is only one way to keep it alive and that is to attend at least the annual convention and put in something in order that you will be able to take out something. And Mr. Dealer, I have gleaned some of the best selling dope from some of smallest dealers. All it wanted was turning suggestion into action.

Now then let us make this the *best convention* ever held, by having a big attendance. We all want to know more about the prospects of this the "best business in the world," and I defy any one to say that this is not the best business, a business in which you sell a service that cannot be duplicated.

So Mr. Dealer if you can possibly leave someone to look after your business for a few days, it is up to you to be on hand. If you have no one to look after your business for a few days, why close her up for that length of time. If you cash in on what you learn at the convention you will shortly be in the position that you will have to have someone to help you look after your business.

You can't stand still. You must either go ahead or back. Come to the convention and learn how to go ahead.

Yours for a better bicycle business.

Mrs. Mamie Hendricks, of Wichita, Kansas, Has Her Motorcycle Enameled White. She Rides Solo.

AS OTHERS SEE US

THE following editorial from the August 15 issue of the Seattle, Wash. Chamber of Commerce, gives us a straight-from-the-shoulder constructive criticism that is worth thinking over by riders, dealers and manufacturers:

A NEGLECTED UTILITY

> In America the light, high speed, air-cooled gas engine is neglected. Its commercial possibilities are overlooked and its tremendous efficiency—its low cost of operation—and many other advantages are of but little interest here, while in most countries throughout the world it is recognized as a decided factor in the automotive field.
>
> Apparently something is decidely askew in this country when American made motorcycles which are recognized as the finest in the world sell readily, in spite of heavy duty in foreign countries, but go begging for buyers at home. Something must be wrong when statistics show that fewer motorcycles are licensed in America today than was the case several years ago, yet the number of automobiles is increasing by leaps and bounds. American motorcycle manufacturers and dealers must be employing sales methods that could be changed with advantage to all—American business men, the riding public generally and those engaged in the making or selling of motorcycles.
>
> Is it possible that the terrific speed and power which the American manufacturers have striven for has driven practically all but the "dirty neck," the open-muffler, grease-smeared hoodlum away from the motorcycle, while European dealers have catered to an entirely different class of riders?
>
> In England, Germany, France and other countries professional men — physicians, lawyers—and thousands of business men use the motorcycle for "getting about." Here in our own country the army, the police, the state police and sheriffs know the value of the American motorcycle, but the majority of citizens shy away from the two-wheel mount. Why?
>
> It is not contended that all who use motorcycles in this country are hoodlums, but it is stated that the motorcycle is not the appreciated utility it should be with the average law-abiding citizen. A few hoodlum riders, roaring through the streets on motorcycles, with mufflers open, have sickened most communities with a means of conveyance that can be operated quietly and which surely won its spurs with the army overseas, and with the forces representing law and order throughout the world.
>
> The motorcycle is a neglected utility in America today.

The Seattle Chamber of Commerce has no axe to grind. As an organization to boost all legitimate business it points out what appears to it to be some of the reasons why motorcycles are not more popular with the general public and gives some very good reasons why they should be more generally used. It is up to the trade to get the first set of reasons out of the public mind, by removing the cause for them, and substituting in their place the second set. It can be done. The Rochester rally accomplished wonders in showing the general public that the Seattle Chamber of Commerce is right when it says hoodlumism is limited to the few.

MOTORCYCLE AND BICYCLE

THE motorcycle races on the Eastern States Exposition track, under American Legion auspices, bring a reminder of the great bicycle tournaments at a former period of Springfield's history, the interest in which evidently surpassed that of any similar event here in present times. Such contests stand as interesting milestones along the course of evolution governing our amusement and industrial activities. Motorcycle racing, like automobile racing, appeals to a limited contingent, but it stands out, like the bicycle contests for speed and endurance that still engage public interest, as proof of the sporting appeal that these machinery products continue to exert, as apart from their utility side.

We have seen the automobile grow to be one of the Nation's greatest utility agents, and we see the motorcycle becoming every day more useful in the affairs of commerce and the enforcement of public safety. The automobile will not kill the motorcycle or the bicycle, any more than it has sealed the doom of the horse. Each continues to fill a place in the affairs of the community, and to exert its special attraction upon amusement seekers. Instead of the horse being without a market, it brings a higher price than before the bicycle or motorcycle or automobile came into vogue.

There would be many more motorcycles and more bicycles in use were our highway system flexible enough to afford free play for these smaller agencies along with the rising volume of automobile traffic. Thus it is seen that a great deal centers on our highway systems, when it comes to sustaining industrial and recreational interests in a natural and logical manner.—Springfield (Mass.) Union.

JUST LIKE AN ADVERTISING MAN

W. E. STAUTER, advertising manager of the Davis Sewing Machine Co., gave us some good advice the other day. "When you get our report number of Atlantic City Show advise 'Ye Editor' not to fill up the paper with photographs of bathing beauties, because the advertising columns will be a total loss." Somebody is always taking the joy out of life.

Harry Glenn, Indian traveler, and his family on a holiday pleasure tour.

Criticism Worth Thinking About

A Motorcycle Enthusiast Tells Why the Sport is Not More Popular in His Town

HERE is a letter from a motorcycle enthusiast, a married man, who has, since he bought his first motorcycle in 1916, rolled up close to 30,000 miles. He lives in a Pennsylvania town of nearly 90,000 people, and says there are not 100 motorcycles in the city. Then he tells why. It is not a pleasant indictment, but what this rider, who, despite discouraging conditions, still retains his love for the motorcycle, has to say is worthy of serious consideration by every one concerned. For obvoius reasons he requests that his name be not published. He writes:

"Editor Motorcycle and Bicycle, Illustrated—I am writing you a letter and if you make use of it please do not use my name.

"I bought a single-cylinder motorcycle in 1916 for my use in going to and from work. I used this machine for two years. In that time I traveled about 15,000 miles, most of which was for practical use.

"I then bought a twin-cylinder machine and sidecar, second-hand, as my wife wished to travel with me. In 1920 I bought a new machine and have used it for 14,000 miles to date, none of which was for work. I consider it a luxury as I would not be traveling all over the country and visiting so much if I had no machine at all.

"I belong to a club here and cannot say I am proud to advertise it. A great many of the riders are not in the neat rider class, and quite a few are decidedly dirty. A lot of our town riders are dirty, slovenly, have dirty machines, and like to make a lot of noise. Of course, this attracts attention, and as a result, the motorcycle rider is frowned upon and considered impossible.

"The attitude of our dealers is also causing a lot of old riders to desert. When all the dealers in this town ride in 'autos' and try to sell motorcycles to the public, naturally the prospect thinks the machine is punk or the dealer would ride one.

"This is pretty strong stuff, but not nearly so strong as you could see if you were here.

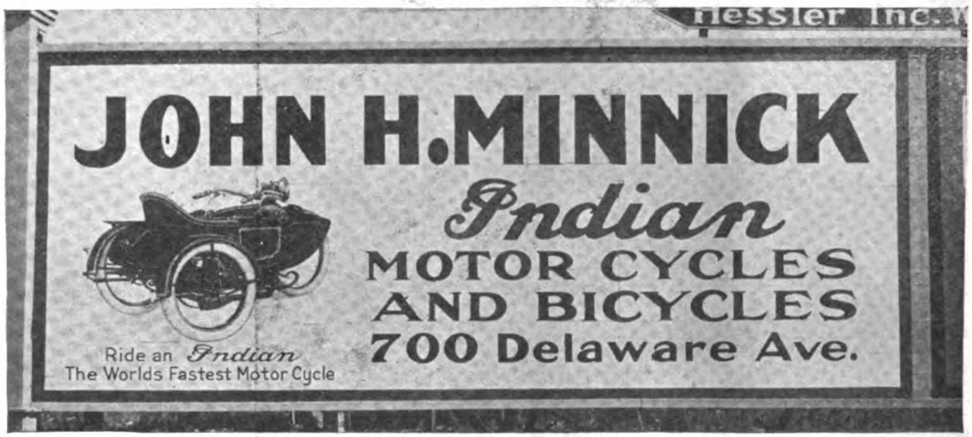
"Some towns may have a better feeling toward the motorcycle and the motorcycle rider, but this town has been spoiled by high wages and profiteering, and the majority of people think only nuts ride motorcycles, when they make enough to buy a light car of some kind.

"We are a city of close to 90,000 people and it will keep you busy to find 100 motorcycles of all makes in town. Now, that is a very small number, but a great deal of the fault lies with some of our riders and the jealousy between riders of different makes of machines.

"If a fellow has a couple hundred dollars he wants to buy a car. 'The h—ll with those dirty motorcycles!'

"Believe me, I hear lots of it and plenty of knocks and criticism because I enjoy and ride a motorcycle."

Up-to-Date Merchandising Ideas



The value of billboard advertising on highways leading into town is recognized by all lines of business. Here is how one motorcycle dealer does it

RECORDING TIME PAYMENTS.

It is always advisable to provide the purchaser of a motorcycle or bicycle which is paid for on the installment plan with some simple way of keeping a record for himself of just how he stands. The card reproduced herewith shows how one dealer does it. Every purchaser of a time payment machine is given one of these cards and required to present it every time he makes a payment. The amount paid is put down and the balance due figured. This avoids all misunderstandings and disputes as to the payments or the balance due.

ASH MOTOR CORP., 162 Clinton Avenue N.
BRING THIS CARD WITH YOU
Payments must be made promptly when due.
Notify us of change of address
Examine each time for proper credit and correct balance

Date 192
Name
Address
Including all cash payments and allowances you are credited with Dollars .($)
as part payment on
No. Balance of $ payable
in consecutive installments
of $ each. beginning

By..........................

DATE	AMOUNT	BALANCE	BY
Total Credit to Date			

GETTING AFTER THE BOYS

E. C. HINMAN, of San Pedro, Calif,, devised a tag about three inches by six inches that carries a pertinent message. He hires boys to tie these tags on every bicycle they see standing around town. The tag carries this message: "Join the Cleveland Motorcycle Club. Electric equipped 1922 model for $250. You pay $5 to join and $5 a week. Machine delivered to you when $100 is paid. Balance payable $5 per week. No interest charged. SAN PEDRO MOTORCYCLE SHOP, Write or call 594-J, 327 Seventh street."

This idea is capable of adaptation to numerous sales plans. For example, the card might advertise repair service, a special sale of accessories or anything else that a bicycle or motorcycle rider might be likely to want.

AN ESSAY CONTEST

THE Philadelphia store of the Edwards and Crist Co. recently put over a good publicity campaign which not only netted them a score or more of immediate bicycle sales but gave them a big prospect list for future sales efforts. Circulars were distributed among the school children offering a bicycle as a prize to the boy or girl who would give the five best reasons "Why You Should Ride a Bicycle." The five winning reasons were: Convenience, Exercise, Pleasure, Economy, Health.

KEEP IT UP

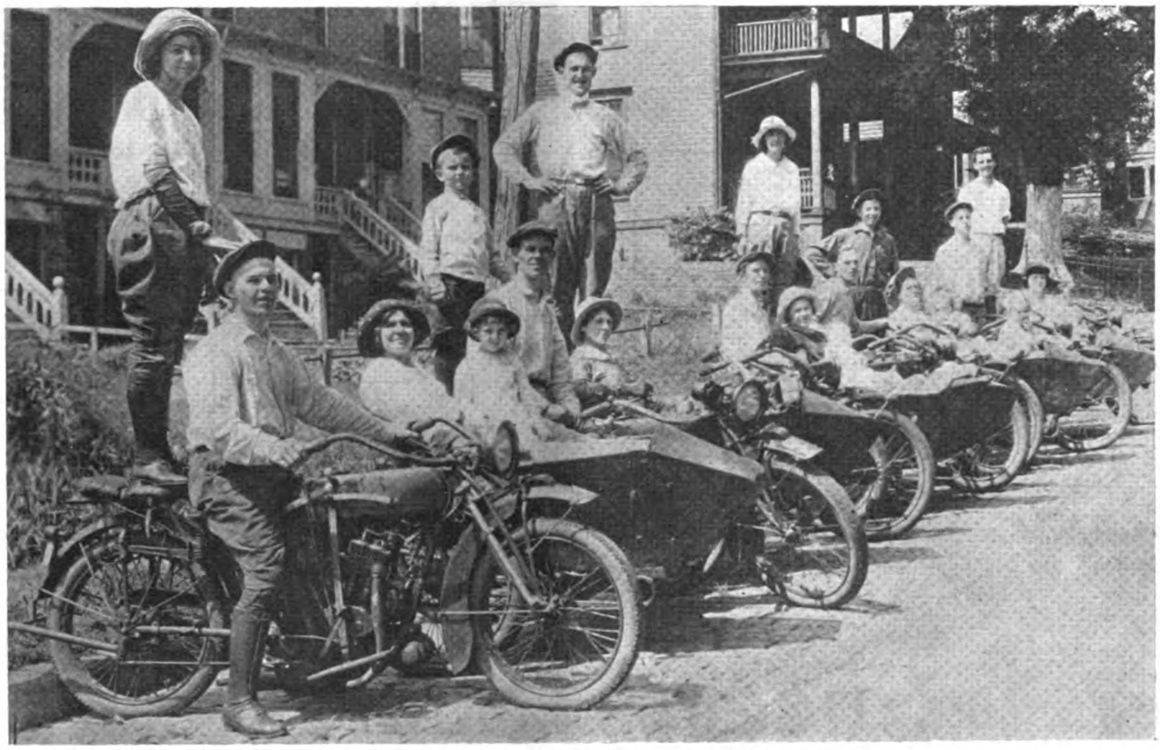
One step won't take you very far,
You've got to keep on walking;
One word won't tell folks what you are.
You've got to keep on talking.
One inch won't make you very tall,
You've got to keep on growing;
One little "ad." won't do it all,
You've got to keep 'em going.

ON A LONG BICYCLE TOUR

MR. and Mrs. Elmer Koenig recently left Seattle for a three months cycling trip to the Mexican border and return. They are mounted on new Dayton bicycles, and are traveling light. They expect to visit the several national parks along the "Three Flag Route." About 75 miles a day over the hard-surfaced Pacific Highway will be the rate of travel when they are not loafing and fishing along the way.

An interesting feature is the fact that Mr. and Mrs. Koenig are former auto fans and can well afford the four-wheeler outfit, but prefer the bicycle. They report improved health and keen enjoyment of life generally since taking up bicycling.

Note the mudguards removed and the handle bar braces as put on by the Mercer Cycle Co., of Seattle, Dayton distributors for that section of the country. Touring is getting to be quite a fad along the Coast and Mr. and Mrs. Koenig are keenly interested in the pastime and take many interesting trips.



A family picnic party of employes of the Omaha, Neb., Flour Mills, who use motorcycles for their transportation.

"It Pays *to* Advertise"

By Ray Garner

THE following was taken from the editorial column of the Minneapolis Daily News and it is so good that I feel that it is worth passing along to the motorcycle dealers of the country who still maintain that advertising does not pay.

BEATING THE MAIL ORDER

Business was bad everywhere in 1921, but Fred P. Mann sold $500,000 worth of merchandise in Devil's Lake, N. D., a town of 5,000 population.

"Advertising built my business for me," he says, "and my aim today is to outdo in newspaper advertising the mail order houses which flood my district with circulars."

There is always plenty of business for the man who goes after it. Depression usually is the result of timidity.

It is a settled fact that if anyone who is a stranger came to this town and asked for Fred P. Mann, any man, woman or child could tell him where to find him, for he has advertised so well that everyone knows him.

How many motorcycle dealers are as well known? I have gone into cities and asked where I could find such and such a motorcycle dealer and have been told that there was no such dealer in town, and it was only after a lot of chasing around and asking questions that I found the local dealer.

There are many excellent ways to advertise your business. One dealer in Nebraska has signs posted all along the highways and just as you are coming into the city you are confronted with a big sign at least 30 ft. long and 15 ft. high, telling you that Ernest Fredericks is the dealer there. He knows that it pays to advertise. He did not suffer from lack of business during the slack season.

Go to Appleton, Wis., and ask anyone who or where the Indian motorcycle dealer is located and you will get an immediate answer, for everyone knows Frank Fassler. He is a go-getter and believes in advertising. Ask Louie Peterik, Harley-Davidson dealer, or R. L. Clark, Indian dealer, in Milwaukee, what they think of advertising and see what they tell you. They would not be in business today if it were not for advertising.

Every successful dealer advertises in some way or another. Some dealers will put in one or two ads in the local papers and if they don't get results immediately they give up without a struggle and condemn advertising for the rest of their lives. If you feel that you can't afford a big ad in the newspaper once in a while try an ad in the classified column every day. This does not cost much and the results are very gratifying.

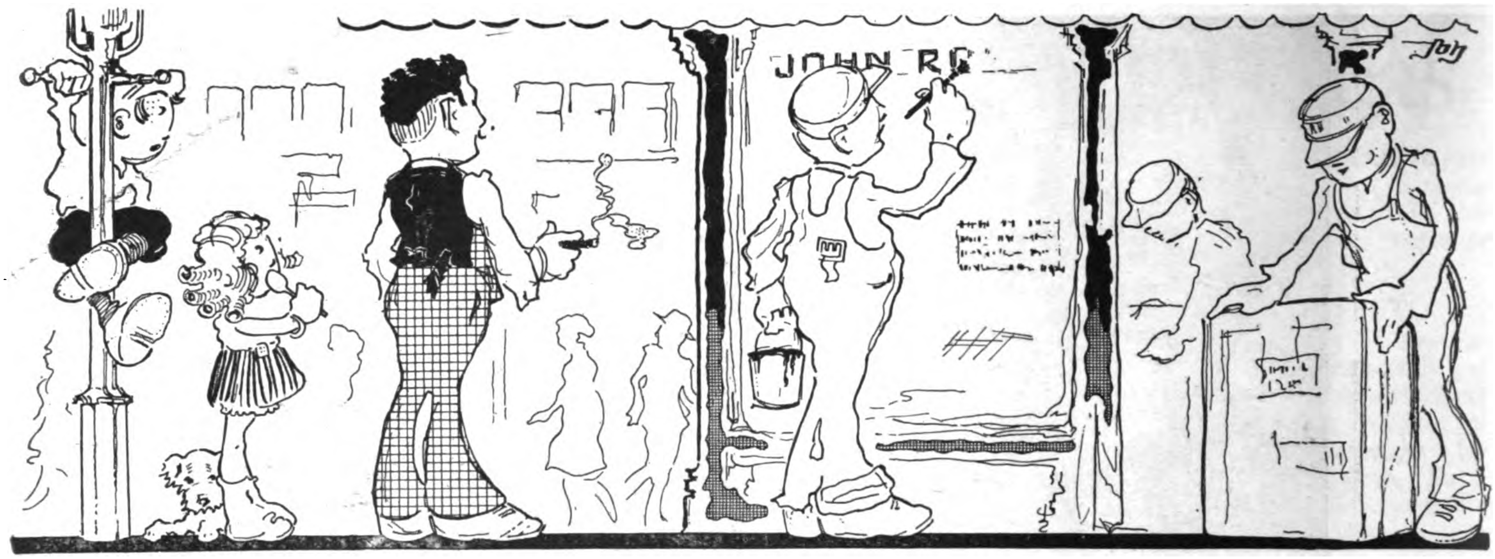
How about a mailing list? That is another way to advertise. It gets results if you keep after it consistently. You can't do it by sending out a card or letter now, and then not sending out anything again for six months. It is keeping after them that counts. Keep your name so well advertised that the minute a man thinks motorcycle he thinks of you. Advertise so that the kids know you. They are good hustlers for you and are always good spenders when they have the money.

Appropriate souvenirs put out in the right manner and at the right time are good advertising. Pocket pieces or calendars are always good. A calendar if put up right will get into places where money could not buy the space. I have seen pretty calendars on the walls of some of the most beautiful lodge and meeting rooms. Do you think that you could buy advertising space on that wall?

Personally I do not think that it pays to advertise in theatre programs or in other programs of this kind. I believe that motion picture advertising pays for even though we do not like it we will sit and read the advertising over to pass away the time while we are waiting for the pictures to show.

In closing I want to say that the dealer who does not consistently advertise in some way or other may just as well close up his store, for he will never succeed.

"IT PAYS TO ADVERTISE."



The newcomer proceeded to give the others a run for their money

Success Secrets

ONST upon a Time they wuz a Man by the name of Green who went into Biznes for Hisself.

He went around an' kalled on all his Colleagues in the Trade an' tole them how much They would be Benefited by His PresenTs in the Bizness, as he perposed to be a live wire an' to adVertise an' to help put the town on the map. He wuz kordially received an' soon got a fine start.

But like so many religious sex what Klaim liberty of Thought for themselves an' Then proceed to deny it to others, Our friend chose to be deeply oFFended when a young chap kame to town, looked the Territory over, an' decided to go into Bizness There also.

The young Fellow went out of his weigh to kall on the bizness men in his line, an' to Assure them that he wanted to Co-operate in every weigh in his Power to better Local conDitions.

He wuz well received by awl except the last noocomer who treated him koldly; sneered at the lack of Braines shown by anyone locating in this Place. An' that wuzn't awl of it.

This Man went around an' got the other stoarkeepers in this branch of bizness stirred up, sew that one of them joined with hymn to prevent the noocomer from getting the stoar lease that he wanted.

Then this Man who had gone into bizness for Hisself a little while B4, started to kut prices, saying, "I'll drive that Impudent Upstart out in double quick time."

But the noocomer had a good deal of cash backing. He got a good Location, put in a Big Stock, an' proceeded to give the others a Run for their Money.

Green who started the trouble wuz the First to get into deep water, an' to go into the hands of the Receiver. He went to the President of the Local Association for sympathy.

The President sed,

Green, You Are Getting Just What You Deserve. You Asked for a Chanct when you Started among us. You Got It. But You Were Too Darn Mean to give the other fellow the same kind of a show. Now Take Your Medicine."

1,500 MILES FOR $13.30

THE Briggs & Stratton Scooter has long been recognized as a handy and economical runabout for city traveling and this roundabout trip of Mr. Grist's from Minneapolis to Ottawa, Canada, a distance of fifteen hundred miles, proves that the Scooter is a very practical and inexpensive vehicle for long distance traveling.

Mr. Grist left Minneapolis on the morning of Wednesday, July 26, going by way of St. Paul, Milwaukee, Chicago, Detroit and Toronto and reached his destination, Ottawa, Canada, at 2.30 Saturday afternoon, August 5.

The trip was made in just ten and one-half days including stops, several of them being rather lengthy. One-half day was spent at the Briggs & Stratton factory in Milwaukee. Before Mr. Grist started out, he estimated that it would take him fifteen days, therefore, he has lowered his own estimate four and one-half days. The actual time out for stops was three and one-half days. This leaves the running time seven full days with an average running time of thirteen hours a day.

In keeping his records, Mr. Grist does not deduct time for meals, taking on gasoline and oil and talking to the crowds that gathered wherever he stopped.

On two of the days he traveled fourteen and fifteen hours respectively without noticing any over-fatigue.

This Scooter trip proved to be remarkably inexpensive, as Grist reports the total cost was only $13.30 for the fifteen hundred miles making an average of less than one cent a mile. He says he used 24½ gallons of gasoline at a total of $6.80, 2¼ gallons of oil at a total cost of $2.25. Up-keep expense was only $4.25. Up-keep included repairing of a tube, $1.00; new pipe line and gun cap, $2.00 (extra emergency equipment); repair of casing, $1.25. The latter item was the result of a blowout due to a faulty new tire that had just been put on. The front tire on Mr. Grist's Scooter has never been removed since he bought the machine last May. Since that time, he has covered three thousand miles and the front tire is still in good running order.

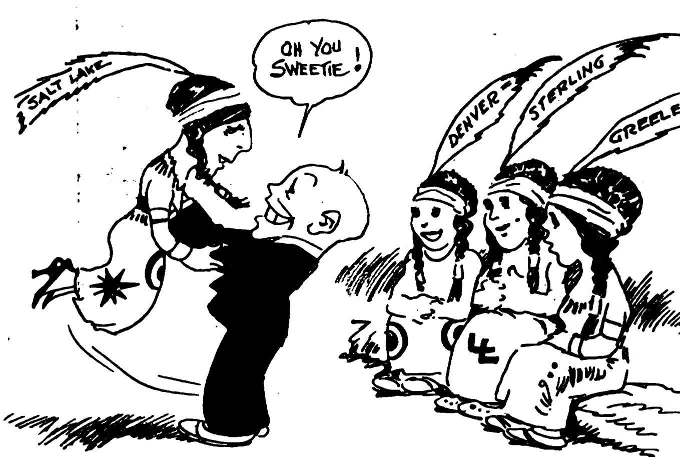
Mr. Grist reports that the first question asked him by those who looked the machine over wherever he stopped was, "How fast will it go." The next question was, "How many miles per gallon of gas."

The Scooter is advertised to run comfortably all day long, going as high as twenty-five miles per hour. The average running time for the entire trip was a little over fifteen miles per hour including all kinds of roads and early morning and late evening traveling.

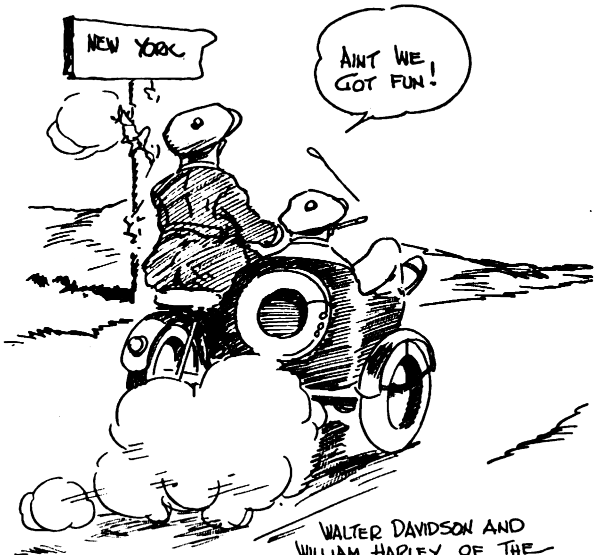
SOME COMBINATION

"Cabbage and Spark Plugs for Sale," says a sign in front of house near Clyde, O.

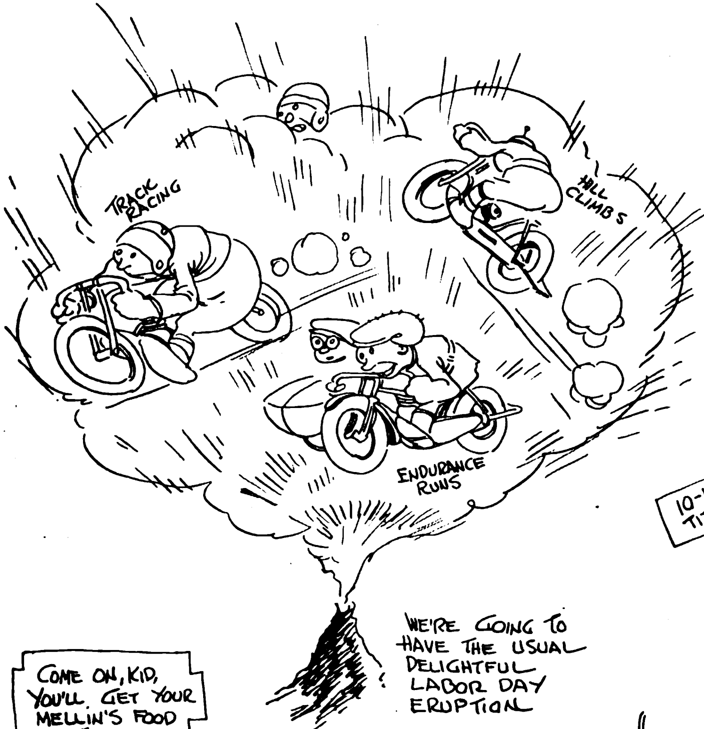
WEEKLY WHIRL of WHEELS


SALT LAKE
OH YOU SWEETIE!
DENVER
STERLING
GREELEY

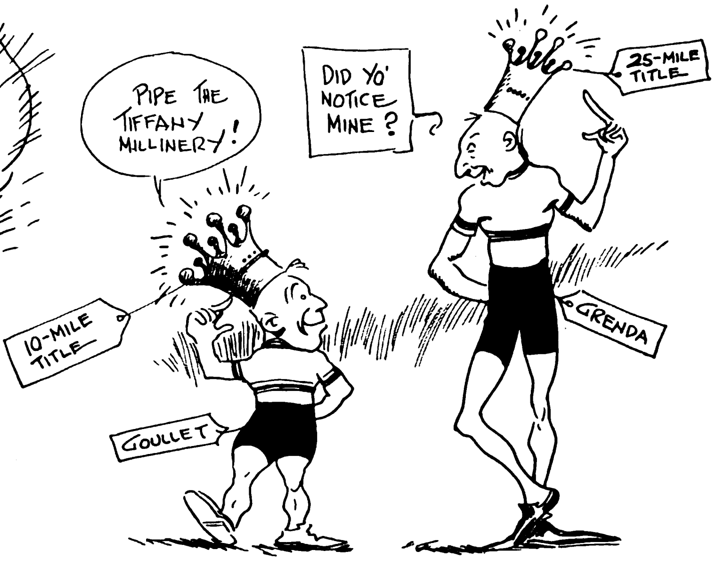
FLOYD CLYMER ADDS SALT LAKE CITY TO HIS CHAIN OF INDIAN AGENCIES


NEW YORK
AINT WE GOT FUN!

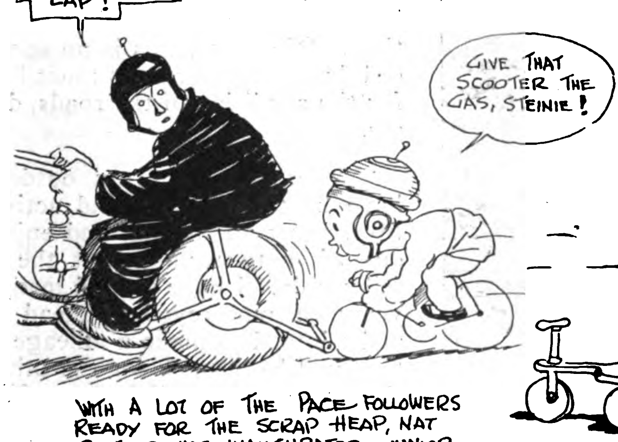
WALTER DAVIDSON AND WILLIAM HARLEY OF THE HARLEY-DAVIDSON MOTOR CO ARE ON A VACATION AND TOURING FROM MILWAUKEE TO NEW YORK.


TRACK RACING
HILL CLIMBS
ENDURANCE RUNS

WE'RE GOING TO HAVE THE USUAL DELIGHTFUL LABOR DAY ERUPTION

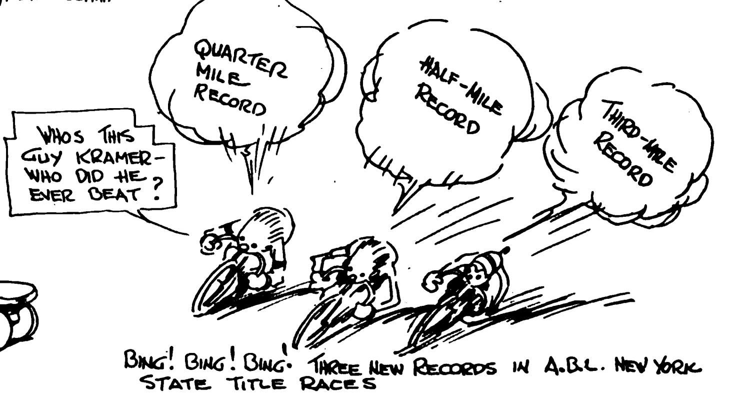

PIPE THE TIFFANY MILLINERY!
DID YO' NOTICE MINE?
25-MILE TITLE
10-MILE TITLE
GRENDA
GOULLET

SPORTING THE LATEST IN FALL KELLEYS

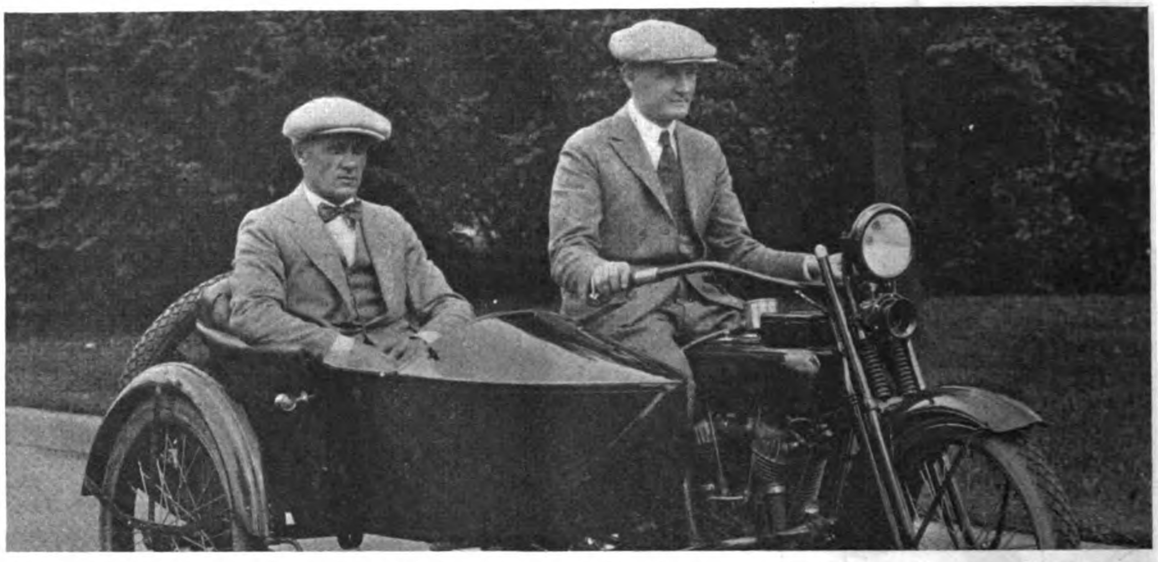

COME ON, KID, YOU'LL GET YOUR MELLIN'S FOOD ON THE NEXT LAP!
GIVE THAT SCOOTER THE GAS, STEINIE!

WITH A LOT OF THE PACE FOLLOWERS READY FOR THE SCRAP HEAP, NAT BUTLER HAS INAUGURATED JUNIOR MOTOR-PACED BATTLES

HOWARD FREEMAN


QUARTER MILE RECORD
HALF-MILE RECORD
THIRD-MILE RECORD
WHOS THIS GUY KRAMER-WHO DID HE EVER BEAT?

BING! BING! BING! THREE NEW RECORDS IN A.B.L. NEW YORK STATE TITLE RACES



President Walter Davidson and Chief Engineer William Harley of the Harley-Davidson Motor Co. and their vacation steed. They take turns driving on a two weeks' tour from Milwaukee to New York.

Walter *and* Bill Go Tourin'

THESE days the remark is often made that motorcycle manufacturers and some dealers do not practice what they preach. We refer to the gospel of motorcycling. Not so with Walter Davidson, president, and Bill Harley, chief engineer, of the Harley-Davidson Motor Co., who are off in a 1923 Harley-Davidson sidecar outfit, the same one Walter Davidson rode to the Rochester Rally, on a two week's vacation trip as far east as New York City.

Davidson and Harley were making and riding motorcycles many years ago, back in 1903, when some of the present day riders were riding in baby buggies, chauffeured by mother. Motorcycling, today, still holds the same thrill and joy for these two pioneers that it did in those days when they were tinkering with power-driven bicycles in a tiny little machine shop. They both took an active part in the Sunday tours, conducted this spring by "Slim," motorcycle editor of the Milwaukee Journal, and in the 1922 Gypsy Tour to Elkhart Lake.

Walter Davidson recently returned from a motorcycle trip to the Rochester Rally with T. A. Miller, domestic sales manager for Harley-Davidson.

Some of the towns and dealers Davidson and Harley will visit on this two weeks' vacation jaunt are Kenosha, Wis.; Chicago, Ill.; South Bend, Ind.; Fort Wayne, Ind.; Lima, Ohio; Mansfield, Ohio; Canton, Ohio; Akron, Ohio; Cleveland,, Ohio; Youngstown, Ohio; Pittsburgh, Pa.; Harrisburg, Pa.; Greensburgh, Pa.; Uniontown, Pa.; Cumberland, Md.; Washington, D. C.; Baltimore, Md.; Wilmington, Del.; Philadelphia, Pa.; Trenton, N. J.; Newark, N. J., and New York City.

Do not get the idea from the above photo that Walter Davidson will drive all the time on this two weeks' vacation trip. This just happened to be the riding combination at the time the photographer snapped this picture. Bill Harley, be it understood, takes great pride in the way he can handle the machine of which he has for all these years been the chief designer. Walter and Bill will alternate on driving on this trip east to New York City.

Guy W. Webb, 50 years young, has rolled up 200,000 miles and is still going.

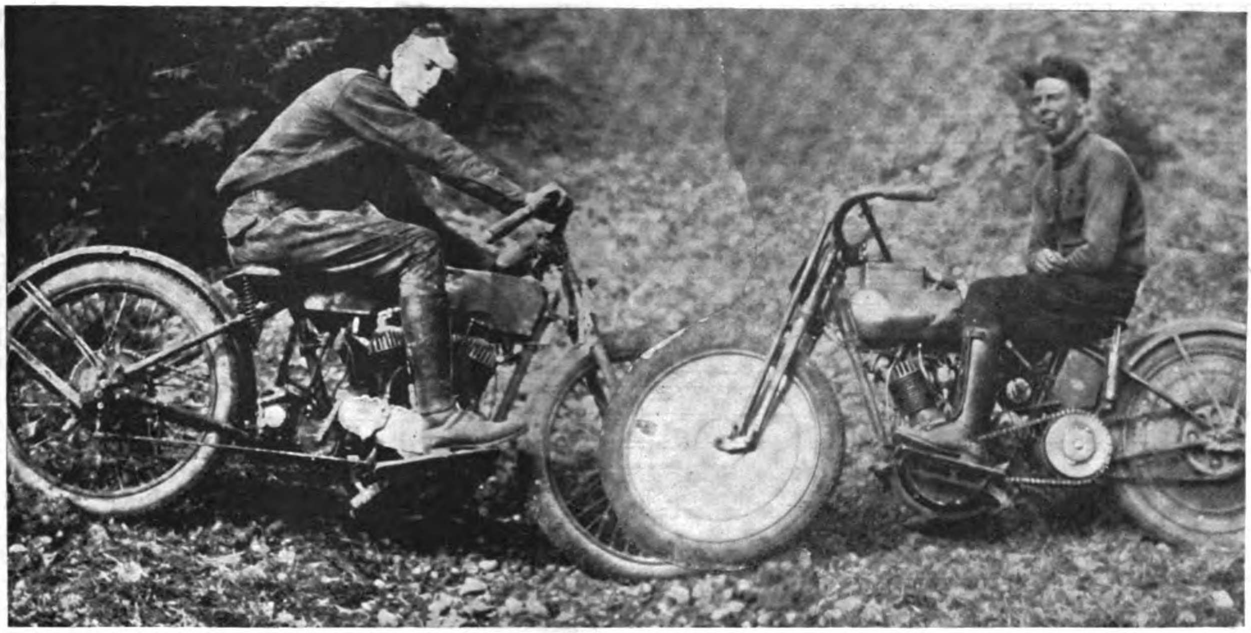
WEBB ROLLS UP 200,000 MILES

GUY WEBB, Minneapolis, Minn., Harley-Davidson dealer, has a motorcycle mileage that few veteran motorcyclists can equal. Since 1906 Webb has motorcycled more than 200,000 miles. And, although he is now 50 years young, Webb is an ardent motorcyclist and is daily adding to his already record-breaking mileage total. Guy has been a keen and active motorcyclist since he graduated from the bicycle riding ranks, in 1906, and took over the Harley-Davidson agency at Minneapolis. In addition to being a pioneer rider of motorcycles, he is one of the oldest dealers, in point of service, in the Northwest, today.

On a recent trip to the Milwaukee factory, Webb rode 414.6 miles, the distance from Minneapolis to Milwaukee, in 20 hours and 30 minutes elapsed time. Of course, this is no speed record, but due allowances must be made for the condition of the roads, detours, etc.

"Motorcycling and an outdoor life have kept me young and active. At fifty, I get all the fun and enjoyment out of motorcycling that the young fellows do. I have a good many more years of motorcycling ahead of me and I intend to make a mileage record that will be a mark for the other old-timers to shoot at," declares Webb.

Perhaps there are others who have rolled up big mileage and are still going. Let's hear from them.



Left—H. Best, winner of the novice event at Portland, Ore., hill climb. Right—W. B. Crane, winner of 61 and 80 in expert events.

Salem Riders Capture Portland Hill Climb

By C. E. B. Clement

HARLEY-DAVIDSON had a wonderful time at the Third Annual Oregon Journal Hill Climb, at Portland, Ore., for when the smoke and dust had again settled back to its place on the Council Crest hill, the Milwaukee riders had accounted for every first place, every second place, and all but one third place on the entire day's calendar. It was also "Salem Day," for the riders from the Capitol City journeyed to the City of Roses and carried back high honors in every event, a feat long to be remembered and one that the Rose City riders are not apt to let happen again. Be it said, however, that all this was not accomplished without effort, for competition was keen throughout the climb, a few feet only separating first and last man in some events.

To W. B. "Wild Bill" Crane and his orange colored Harley-Davidson belong the high praise (he already has all the silverware, for this combination won the 61-expert class and then shot over the top in the open event to a win and the signal honors of being the only machine over the top. That over-the-top ride was a wonderful exhibition of hill climbing. The motor was humming and seemed to pick up speed as it sailed up the grade until in a cloud of dust and smoke, it scattered the crowd at the top and vanished from view. Crane rode a straight course with never a wobble, which was remarkable owing to the bumps in the course.

H. Best, also of Salem, accounted for the novice class when he went to within a few feet of the top on his first trial. He was not in danger of being beaten after that first trip, for the rest of the novice field were far behind. W. A. Malston took second with a Harley-Davidson and Howard Langdon broke into the score column for third place with an Excelsior, hanging up some honors of his own by taking the only place of the meet away from the Milwaukee clan.

The 61-cubic-inch expert class developed into a battle royal with first one leading then the other and it was not until the last rider had taken his last shot at the grade that the results could be even guessed at. Crane, Best, Larsen, Gilbert, Malston on Harley-Davidsons, Vail and Langdon on Excelsiors, and Brown on an Indian, all were closely bunched, first one seeming to have an advantage then the other, but after all trials were over, Crane was reposing serenely at the top of the list with a few feet the best of Best, who came second by three feet over Gilbert in third place. This gave Harley-Davidson a clean sweep in this section.

Both Malston and Larson had need of fire-fighting equipment during this event, Malston's machine catching fire while he was making a great ride up the hill. He immediately fell off and the hill crew smothered the flames with dust. But a few moments later, Larson wound up in a hard spill and his motor caught fire as he went down. Quick work with more dust and no damage resulted, although the crowd got quite a kick out of the added sensations of the burning machines.

Vail, on an Excelsior and Brown, on an Indian, furnished the main source of competition for the Milwaukee make in this event and also in the open. Brown rode a wicked mount, that had his number, for it took him wherever it willed, and it willed every way but straight up the course. He fought it all over the hill, giving the crowd a great exhibition of trick riding while trying to stay on top. Vail, on the other hand, had control of his machine until about thirty feet from the top, when it would unerringly drop over into a small soft spot and dig in. Time after time he would get away with a rush only to wind up with his rear wheel in the same hole. Malston also furnished some of the unusual in this event when he rode over two-thirds of the course with the front wheel in the air and by some freak of fate, kept headed straight up the hill.

On his second ride in the open class,

Harry E. Scott, Salem, Ore., Harley-Davidson dealer, presents his two prize beauties, H. Best and W. B. Crane, who grabbed the honors in the Portland, Ore., hill climb.

Crane put on his master ride for high honors and the top. Best crowded him close at that, twice he hung up on the brow of the hill with the crankcase dragging, lacking the steam to tear away the dirt and slide over. Crane plowed a furrow when he went over which gives some idea of the speed with which he hit the top.

A ruling that marks within six inches of each other would be called ties, resulted in Best dropping second place in the open to Malston. Best rode his last trial with a broken handlebar yet held his mount true up the grade and made a creditable showing. Malston bettered it by several feet, copping second place after being six inches below Best's mark in competition.

Measurements were quickly and accurately handled by the hill committee. George Burns, civil engineer, handled the tape with Ed. Holems, Henderson; Wm. Mathena, Excelsior; Walt Patterson, Harley-Davidson; and Chester Ward, Ace, doing the heavy work with the pegs.

Harry W. Scott, Harley-Davidson dealer of Salem, will retain the Journal Dealer trophy for another year by virtue of Crane's win in the 61-inch expert class. This is the second time Scott has had the cup and once more makes it permanent. Crane gets the other Journal trophy for the open event. It is a one-time win cup, so he can drink suds from a silver cup for the rest of his days.

Firestone tires and Schebler carburetor went to victory in the novice event while U. S. Traxion Tread tires and Carter carburetor went up with Crane. All entries were limited to the use of Weed Motorcycle skid chains.

The summary follows:

H. Best, Harley-Davidson, 153 feet, 144 feet, out, first.

W. Malston, Harley-Davidson, 126 feet, 129 feet 10 inches, out, second.

H. Langdon, Excelsior, 120 feet, out, out third.

B. Thornburg, Harley-Davidson, 119 feet, out, out.

R. E. Ball, Indian, 118 feet, out, out.

61 CUBIC INCH EXPERT

W. B. Crane, Harley-Davidson, 143 feet 10 inches 145 feet 10 inches, 151 feet 9 inches, first.

H. Best, Harley-Davidson, 142 feet 8 inches, out, out, second.

F. Gilbert, Harley-Davidson, 118 feet 5 inches, 130 feet 4 inches, 136 feet 8 inches, third.

C. Brown, Indian, 133 feet, out, out.

H. Langdon, Excelsior, 123 feet, out, 134 feet 6 inches.

H. Larsen, Harley-Davidson, 129 feet, 138 feet, on fire.

J. L. Vail, Excelsior, 126 feet 10 inches, 128 feet 4 inches, 136 feet 5 inches.

W. Malston, Harley-Davidson, 135 feet, out on fire, out.

80 CUBIC INCH OPEN

W. Crane, Harley-Davidson, 133 feet, over 7 2-5, second; did not ride; first.

W. Malston, Harley-Davidson, 138 feet 4 inches, 146 feet 8 inches, 150 feet 11 inches, tie, 142 feet 9 inches, second.

H. Best, Harley-Davidson, 157 feet 5 inches, 152 feet 8 inches, out, tie; 133 feet 6 inches, third.

C. Brown, Indian, out, out, 144 feet 6 inches.

R. E. Ball, Indian, out, out, out.

P. Remaley, Harley-Davidson, out, out, out.

H. Langdon Excelsior, out; did not ride after first trial.

J. Vail, Excelsior, 134 feet 6 inches, out 140 feet.

F. Gilbert, Harley-Davidson, 136 feet 6 inches, 135 feet 6 inches, out.

H. Larson, Harley-Davidson, 138 feet 6 inches, 139 feet 9 inches, 146 feet 3 inches.

M. AND A. T. A. BULLETIN

By A. B. COFFMAN

THE following motorcycle riders registered with the Motorcycle and Allied Trades Association, competed in an unsanctioned motorcycle race at Atlanta, Ga., August 11 and 12, 1922, and by their action automatically suspended themselves from the Association, which bars them from competing in future M. and A. T. A. sanctioned events: H. P. Buttrick, Atlanta, Ga.; Mitch Salter, Atlanta; Jack Hanie, Atlanta; Harry Vismore, Atlanta; "Speed" Wolfe, Atlanta; Harry Sweet, Atlanta; Louis Lawley, LaGrange, Ga.; O. A. Edwards, Waycross, Ga; Bill Saine, Atlanta, Ga., and Dayton Sherin, Atlanta, Ga. Other riders not registered with the M. and A. T. A. who also competed in the same race are: Cecil Gray, R. E. Sligh, Gene Dix, O. W. Smith, Hubert Warren, R. E. Manston, Joe Wilton, Bob Kendrick, "Chuck" Lewis, Allis Parks, Ollie Roberts, Berry Cohen, Tiffie Jacobs. F. A. Ashcraft, whose registration with the M. and A. T. A. expired prior to the race, also competed.

Sidney M. Kaufman, a prominent member of the Chicago Motorcycle Club, has been awarded Life Membership No. 18 in the M. and A. T. A. Mr. Kaufman is an active Association booster. Wish there were more like him.

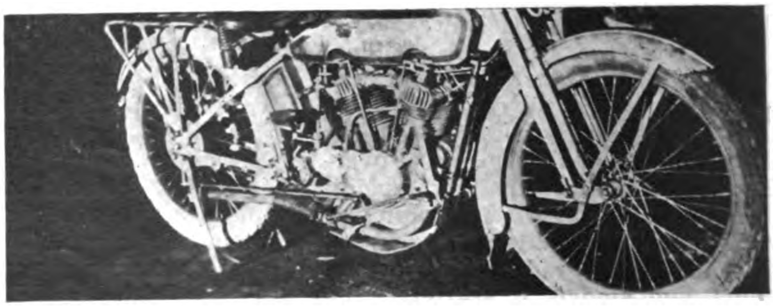
A letter just received reads as follows: "I had a corking good time at the Rally and made some friends I never dreamed of making. If there is another next year I'll be there, you can bet."—Charles D. Todd, Director of Athletics, Rutherford, N. J. High School.

This office sends out a news letter the first of each month to some 850 newspapers throughout the United States containing news items and achievements accomplished with motorcycles. As this news letter must be fresh and snappy I want all information possible you can send me along this line to be used for the above purpose. Your help will be appreciated.

GUARD FOR MOTORCYCLE

A NEW guard for motorcycles to protect them from flying stones and also tending to lower the center of gravity of the machine, has been invented by Roy Stendell, of Magdalena, New Mexico. The device consists of a broad arcuate plate extending longitudinally beneath the bicycle frame from the front footrest bar to the muffler and conforming in shape with the lower side of the frame. This plate is clamped to the frame by U-shaped clamps. It protects both the machine and the rider from flung stones and serves as a means for sliding over obstructions on the road surface.

The Stendell crank case guard in position.



QUESTION BOX

The Question Box is open to every one. If you have a question pertaining to either the bicycle or motorcycle we will endeavor to answer it. Address your questions to Question Box, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

Sidecar Speeds

(1)—How fast does the Harley-Davidson standard 61-in. and sidecar for 1923 travel?

(2)—How fast can the 1923 Indian Chief with Princess sidecar travel?

(3)—What speed can be gotten from a Henderson De Luxe and sidecar? These machines all run-of-factory.

Chicago, Ill. Henry Breitbarth.

Answer

(1)—The only information we have is better than 59 miles per hour. There are not very many 1923 machines on the road, so we cannot give you a definite answer. It is more than reasonable to expect better performances by a 1923 model than by a 1922 model.

(2)—At least as fast as the 1922 model, if not faster. We have no figures on this model as yet.

(3)—An 80-cubic inch motor ought to whirl a motorcycle and sidecar along faster than a 61-cubic inch motor. You ought to get about 65 miles per hour on a good, level road, but this may not be the greatest speed attainable by a stock De Luxe-sidecar rig. Why not get a demonstration from the folks up on Cortlandt street, and from the Milwaukee and Springfield representatives and see for yourself? We are anxious to know where there are any good stretches in Chicago you could drive a sidecar outfit over 45 miles per hour without fetching up in a hoosegow or an undertaking parlor.

Orphan Machines

(1)—Are the following machines still made, and if not, where can parts for them be got: Thor, Flying Merkel, Pierce 4-cylinder, Pope, Yale and Arrow?

(2)—Who holds the patent rights for these machines?

(3)—Give me the horsepower and other details of each.

H. Welder.

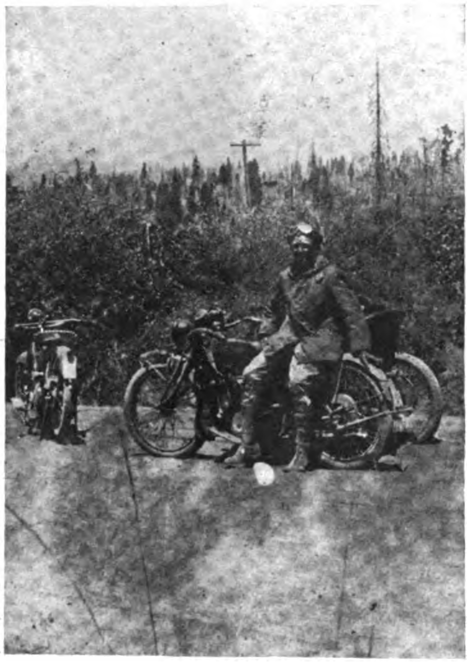
Parkersburg, W. Va.

Answer

(1)—These (except the Pope) are "orphan" machines, no longer made. Parts can be obtained from the Motorcycle Parts Mfg. Co., 2030 Wabash avenue, Chicago, Ill. For details on Pope models, write the Westfield Mfg. Co., Westfield, Mass., also

(2)—Thor, National Automatic Mchy. Co., Chicago; Flying Merkel, Miami Cycle & Mfg. Co., Middletown, O.; Pierce, Pierce-Arrow Motor Car Co., Buffalo, N. Y. (as far as we know); Pope, Westfield Mfg. Co., Westfield, Mass.; Yale, we don't know; Arrow, Eagle Motor Car Co., Brockton, Mass.

(3)—Thor last made a 7, a 10 and a 5 h.p. model in 1919. Flying Merkel, 7 h.p. twin in 1915 (2-speed gear). Pierce, abandoned in 1912, two-speed shaft drive model. Pope, a 16 h.p. overhead valve twin 3-speed in 1916. Yale, 2-speed 7 h.p. twin in 1912. Arrow, 5 h. p. single in 1913.



Dave Crommie of San Francisco writes that he rode to Crater Lake and return, 1,200 miles, and made the entire trip on high gear.

MECHANICAL KINKS

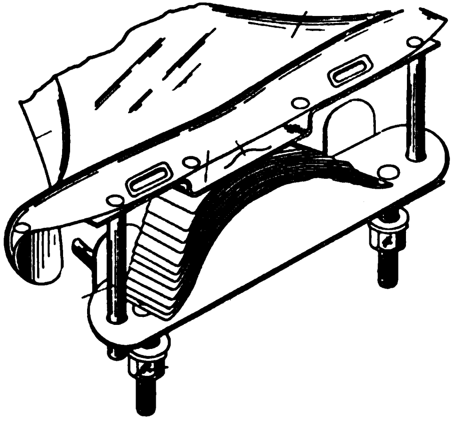
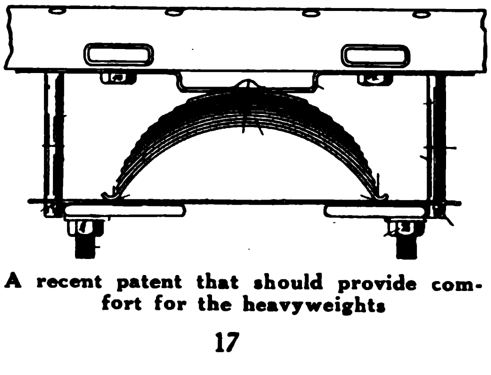


Fig 2



A recent patent that should provide comfort for the heavyweights

FAT SPARKS

By Hy Tension

Contributions to this column will be welcomed. If you think you have a spark that is hot enough to ignite the gas, send it along. Address contributions to Fat Spark Column, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

MEMORY

I can remember,
My little son,
When coal was selling
For "five" a ton.
—Detroit Free Press.—

I can remember,
My little lass,
When beer was selling
For "five" a glass.
—Cincinnati Enquirer.

I can remember,
My little daughter,
When gas was selling
Two gallons—a quarter.
—Ohio Motorist.

I can remember,
You little rogue,
When skirts to the ankle
Were quite the vogue.

A Question That Motorcycling Parents Don't Have to Worry About

"Maw, are we rich?"
"No!"
"Then why do we own an automobile?"

The Costly Three-Umph

That Triumph Single that sells for $700 in Canada is a triumph in selling despite high price.

News of the Pipcoop Motorcycle Club

(From the Pipcoop Daily Squawk)

Slim Silo skidded into the post clock in front of Ted Tinker's Jewelry store. Slim said he was only "riding against time."

Accident prevention is the best policy.

Nationalities in Our Names Club

Jim Welch
Jess English
Theodore French

Endurance Contests

Holding off your tailor
The missus at the telephone
The barber selling his line of cosmetics
Strap hanging

The H. C. of Racing

It is suggested that an appropriate mascot for a factory-supported racing team would be a stork, because the bill is so large.

Considers 'Em Hay-Burners

British motorcyclists complain that when they pay toll at Woolston floating bridge they are handed receipt tickets reading "Donkey Cart and Driver." Probably because you kick 'em to start 'em and sometimes get kicked back.

What Motorcycle Clubs *and* Riders Are Doing

SAN FRANCISCO CLUB RUN

San Francisco, Cal.—The San Francisco Motorcycle Club had a run to Princeton-by-the-Sea on August 19. They took a dance orchestra in sidecars and, after an excellent dinner, enjoyed a dance, returning to the city the following day Captain Gene Herrel led the run.

GOLDEN GATE CLUB DINNER

San Francisco, Cal.—The Golden Gate Motorcycle Club gave a dinner on August 26 to clubmen and members of the National Guard of California who helped them with their hill climb timing on June 18. August 20 the club members took a run to Boyes Springs.

QUEENSBORO CLUB, SEPTEMBER 10.

Corona, L. I.—Rain spoiled the hill climb of the Queensboro Club at Cold Spring Harbor Sunday and forced a postponement to Sunday, September 10, when it is expected that a classy field of steeple scalers will be present, among them National Champion Orie Steele, who reported for duty last Sunday.

WESTERN N. Y. RIDERS PICNIC

Olean, N. Y.—Three hundred motorcyclists attended the annual picnic of the Olean Motorcycle Riders at Cuba Lake, Sunday. There were guests from Buffalo, Erie, Hornell, Jamestown and other cities. Dinner was served at noon. There was chicken, potato salad, baked beans and lemonade.

WATER MELONS AT SACRAMENTO

Sacramento, Cal.—Posters are out for the watermelon feed to be held in Sacramento over Labor Day, September 3 and 4. Dealers are displaying these posters, which the wholesalers are dealing out lavishly. Two carloads of water melons have already been ordered. In addition to an important conference of dealers, there will be motorcycle polo, baseball and stunts.

THE SINGAC, N. J., PROGRAM

Singac, N. J.—The program of motorcycle races at the half-mile dirt track at Singac, N. J., on September 4, Labor Day, will include a time trial at one mile, three and five-mile solo races and two sidecar races, a five and ten-mile. The following men have been signed to race on the holiday: Maldwyn Jones, Excelsior; Don Marks, Indian; Harold Welty, Harley-Davidson, and Earl Buzzell, Excelsior sidecar artist. Several local riders will also compete.

NEW SAN JOSE, CAL., CLUB

San Jose, Cal.—The new San Jose Motorcycle Club was organized last week with 40 paid-up members. Headquarters have been taken at 128 West Santa Clara street. Officers elected were: E. V. Thompson, president; Merrill Blake, vice-president; Kenneth Campbell, secretary-treasurer. The club has applied for affiliation with the M. A. T. A. The club claims one of the best polo teams in the state, captained by A. W. Seigenthaler, and is open to engagements with other club teams. Members of visiting clubs and unattached riders are cordially invited to visit the club when in the city.

FLEMINGTON FAIR RACES

Flemington, N. J.—The motorcycle races at the Flemington Fair were run despite the wet condition of the course. Those who took part in the races were Gene Walker, Ralph Hepburn, Paul Anderson, Maldwyn Jones, Arthur Pechar, John Minnich, and E. L. Young of Hackensack. Hepburn won the five-mile race in 6:14 1-5. Jones was a close second, and Walker third. Anderson withdrew on the third mile because of engine trouble. Jones captured the ten-mile race in 11:12. Hepburn was second and Walker third. Anderson was out on the sixth with engine trouble. The five-mile open race went to Minnich in 5:55⅗. Pechar was second, and Young third.

NEW JERSEY CLUB PICNIC

Newark, N. J.—The annual outing of the New Jersey Motorcycle Club will be held at Bertraud Island Picnic Park, Lake Hopatcong, on Sunday, September 10. Martin Netzler, chairman of the committee in charge, expects that more than one thousand motorcyclists and their friends will make the run from Washington Park to the island. A card of novelty water events has been arranged. Motorcyclists from New York, Pennsylvania and Connecticut have been invited to make the run with the local riders. Members and friends of the New Jersey Club held a surprise run on Friday evening. The destination was kept a secret and the motorcyclists were taken to Iselin via the Lincoln Highway, where they were entertained at the country home of Harry G. Mason, of the Haverford Cycle Company. Robert J. Williard, of the Haverford, donated refreshments. This event is the forerunner of a series of "moonlight" runs. The next one will probably be held to Columbia Park.

Maldwyn Jones, who is entered at Singac Labor Day

SANCTIONS ISSUED

RACE MEETS

Aug. 26—Springfield Post No. 21, American Legion, W. Springfield, Mass. Sanction 718.

Aug. 31—Larimer Co. Fair Association, Loveland, Colo., Sanction No. 729.

Sept. 3—St. Louis Motorcycle Club, St. Louis, Mo., Sanction No. 732.

Sept. 3 and 4—E. F. Wegner, South Bend, Ind., Sanction No. 726.

Sept. 4—Neill & Norcross, Greeley, Colo. Sanction 652.

September 4—W. H. Diener, Pottstown, Pa., Sanction No. 704.

Sept. 4—Motor Racing Association, Singac, N. J., Sanction No. 728.

Sept. 4—Raymond A. Garrity, Lockport, N. Y. Sanction 718.

Sept. 8—H. P. Murphy, Philadelphia, Pa. Sanction 717.

Sept. 10—Rome Racing Association, Rome, N. Y., Sanction No. 722.

Sept. 15—H. P. Murphy, Mount Holly, N. J. Sanction 716.

Sept. 16—H. P. Murphy for New York State Fair, Syracuse, N. Y., (Including 5 and 25 mi 61-in. Solo; 10 mi. 61-in. Sidecar). National Champ. Sanction 714.

Sept. 17—Mid-West Racing Association, Miami, Ohio, Sanction No. 727.

HILL CLIMB

Sept. 24—Lancaster Motorcycle Club, Lancaster, Pa. Sanction No. 733.

ENDURANCE RUNS

September 3—Chicago Motorcycle Club, Chicago, Ill. Sanction No. 705. (Route: Chicago, Ill., Crown Point, Rensaeller, La Fayette, Ind., Hoopeston, Momence, Chicago, Ill.)

Sept. 3 and 4—Orange Co. Motorcycle Club, Santa Ana, Cal., Sanction No. 720.

RELIABILITY TRIAL

Sept. 4—E. H. Lueck, Chippewa Falls, Wis., Sanction No. 723.

SECTIONAL HILL CLIMB

(East, North, Central)

September 4—Entronuse Motorcycle Club, Marion, Ind. Sanction No. 708.

Sept. 4—Vincent B. Costello Post No. 15, American Legion, Arlington, Va. Sanction No. 737.

Sept. 4—Rocky Mountain News, Denver, Col. Sanction No. 738.

Sept. 4—American Legion Post No. 169, Vernon, N. Y. Sanction No. 739.

Sept. 13—Tioga County Fair Association, Westfield, Pa. Sanction No. 735.

Sept. 23—Lee H. Guile, Westfield, Pa. Sanction No. 736.

ALL READY FOR POTTSTOWN

Pottstown, Pa.—Everything is ready for the race meet to be held on the Pottstown track, Labor Day, under the auspices of the Pottstown Automobile Association. Armour Anderson is in charge of all details. Some of the best riders in the country are expected to compete for the attractive purses the association has hung up. Camping grounds will be provided for visiting tourists.

SAFE AND SANE IN CANADA

Ottawa, Ont., Can.—The farmers and their horses in rural communities around Ottawa apparently still belong to the class of ruralites of 20 years ago who took fright at the sight of every motorcycle that came along, judging by a complaint that appeared in the Ottawa Citizen, which reported that a considerable number of farmers' horses had shied at motorcyclists on different roads. In the meantime, the Ottawa Motorcycle Club has been conducting safe and sane motorcycle outings. On one club run recently, the members took two hours and a half to make the trip of 35 miles to Kemptville, Ontario, over a good road.

TWO DAYS AT SOUTH BEND

South Bend, Ind.—E. F. Wegner, the South Bend race promoter, has lined up a two-day program, with six events each day, including the 30.50 five-mile national championship and five and ten-mile state championships for Sunday, September 3, and Labor Day, September 4. All of the Central States' racing stars will participate in the speed fest for the $2,000 offered in cash prizes. On Sunday the card will be two three-mile qualifying heats for the five-mile national championship and the final; three and five-mile bicycle races; five-mile 30.50 consolation event; Australian pursuit, ten-mile limit, for 30.50 motors, and five-mile open for 30.50 motors. Monday, the program is a three-mile 30.50 open; five-mile state championship; five-mile motorwheel; ten-mile state championship; five-mile for local riders; five-mile open, and ten-mile sidecar, 61 cu. in. motors.

REAL TALENT AT MARION

Marion, Indiana.—The Entronuse Motorcycle Club, promoters of the big East, North, Central, Sectional Hill Climb, to be staged on the Country Club hill north of the city Labor Day, September 4, reports that all plans for the event are going forward nicely and everything points toward a most successful event in every way. This event carries the championship of five states, Indiana, Illinois, Wisconsin, Michigan and Ohio. Competition is bound to be very keen in this year's climb, in as much as no one camp has won the event twice. Beal won both the 61 inch and the 80 inch events last year and claims he will be on hand determined to repeat. He is due to have some stiff competition. Oscar Lenz, from Lansing, Michigan, has signified his intention of entering. Besides those already named, other possible entrants are H. L. Daler, Fort Wayne, H.-D.; Otto Neukum, Indianapolis, Indian; Harry Bowers, Wabash, H.-D.; F. E. Scott, Muncie, H.-D., and two or three Excelsior riders from the Chicago factory. Some eight thousand people witnessed last year's climb, but this year's event is expected to about double that amount. Tours are being organized from various parts of the country, all heading to Marion for the hill climb.

RACES AT MONTREAL

Montreal, Quebec. — Famed motorcycle speeders of the United States and Canada gathered at Montreal, Quebec, for the two-day race meet staged at Delorimier Park by the Montreal motorcycle dealers. Ralph Hepburn, the Indian star, won a majority of points in the Class "A" professional events and was designated as the Canadian open professional champion. He was chased hard by Maldwyn Jones of Chicago, riding an Excelsior, who registered one win over Hepburn and was a bang-up second in several other thrilling finishes. Steamer Moffatt of Galt, Ontario, a Harley-Davidson speedster, was awarded the Canadian professional championship for riders with "standard" machines. E. Tarif, a fast Montreal Indian rider, was presented with the amateur title cup. Arnold O'Donnell of Toronto, a popular Excelsior flyer, took the measure of Hepburn in a two-mile Class "A" professional event on the half-mile track on the Saturday, but was unable to repeat this achievement in subsequent events. K. Tatem, piloting a Harley-Davidson, earned laurels in the sidecar class, capturing four of the three-wheeled clashes. Moffatt showed his rear wheel to O'Donnell in one start and also beat W. Butler of Toronto, Indian, several times, although Butler nosed out in front in one Saturday flight.

READING CLUB PICNIC

Reading, Pa.—Reading Motorcycle Club members and their friends, to the number of over one hundred, recently made a trip to Pottsville and return, 36 miles each way, and picnicked in the new Schuylkill Park, Pottsville. Ardis Hettinger was the captain.

SPRINGFIELD MEET CALLED OFF

Springfield, Mass.—Rain for the second time compelled the calling off of the motorcycle races at Eastern State Exposition track, Saturday afternoon. No date has been set for the postponed meet, but it is not likely the races will be held before the middle of September as the riders are all signed up for Labor Day.

SYRACUSE CLUB IS HOSPITABLE

Syracuse, N. Y.—Open house to all visiting motorcycle riders is announced by the Syracuse Motorcycle Club for the championship race meet, September 16. If riders intending to tour to the races will let the club know in advance arrangements will be made to take care of them. Address Secretary H. R. Jutton, 231 Oakwood avenue, Syracuse, N. J. The club also announces that a 250-mile midnight run will be held September 9-10, with plenty of prizes.

ACROSS THE CONTINENT

San Francisco, Cal.—Riding out of New York City with a Harley-Davidson and sidecar, on July 31, Herman Mamitsch of New Jersey, and Philip Eberlein of Long Island, reached San Francisco on the evening of August 20, having ridden 4,500 miles with no motor trouble whatever. As it was Sunday, they waited till the morning of the twenty-first to check in at the Dudley B. Perkins' Harley-Davidson agency on their M. & A. T. A. long distance sheet. Both boys were in first class condition, and expressed keen satisfaction with their trip. "Our only trouble was the deep ruts on the Yellowstone trail that broke out some of the spokes of our wheels," said Mamitsch. "There were some rotten stretches of road on that trail, and part of the time we were up to the hubs. We visited Yellowstone Park and came over the Lincoln Highway to San Francisco, taking it turn and turn about between the saddle and the sidecar and camping all the way. We found some very good camps, too." Wallace Noble, of the Perkins' agency, drew attention to the fine way in which their Goodyear tires had stood up on the trip. The boys plan to return to New York via the Southern route.

RACE MEET AT WINNIPEG

Winnipeg, Can.—The riding of Jimmy Lusk, of Winnipeg, Manitoba, on a Harley-Davidson; Johnson, of Fargo, N. D., on an Excelsior, and Kearns, of Winnipeg, on a Harley-Davidson, featured the Manitoba motorcycle championship race-meet which was held at River Park, Winnipeg, Saturday, August 19. Each of these professional stars captured a race, while Johnson, with his fast "Ex," also ran second in two starts, giving him a majority of points for the day's showing. Amateur honors were also well divided, five different flyers sharing the prizes in the amateur class, the victors including Clark, who pointed a Harley-Davidson to the front in the three-mile 5 h.p. flight; Weswell, who shoved his Indian to a win in the three-mile amateur sidecar event; Ward, who copped the five-mile 7 h.p. amateur feature; Anderson, the winner of the five-mile 5 h.p. contest, and Thorell, who rode off with first place in the five-mile amateur sidecar whirl. Gibson fell in the five-mile 7 h.p. event, but remounted and finished in second place. Later, in the ninth event, a seven-mile grind for amateurs, Gibson came through with a victory. Joe Baribeau, the old-time professional star and former Canadian motorcycle champion, was one of the officials for the meet, being the starter. Ace Emmett, prominent in local motoring circles and a former bicycle racer, held the watch, while Joe Fahey was the announcer. F. Ward completed the list of officials.

Italian motorcycle tourists at Pesaro, Italy, where they stopped for luncheon.

The start of a motorcycle race at Grunewald, Germany. There were over 500 contestants. They run 'em in flocks over there.

A Wolverine State hill climb star. Ed. Levanduski and his money-winning Excelsior.

FIRST NEWS OF READING RUN

Reading, Pa.—Unofficial returns of the Reading Motorcycle Club, three-state 348-mile run, Sunday, give high consistency score to Arthur Jones and his Indian sidecar outfit, and should the official returns sustain the present figures he will receive the Hendee trophy. He also wins the sidecar prize. Also on unofficial returns high solo score goes to Bud Eisenberg, Reading Standard, and the Indian team has the best team score. The run was through Pennsylvania, Delaware and Maryland, to Baltimore and return. Thirty riders took part in the run, which was over fair roads. The run started at 12:01 Sunday morning. The first of the solo riders got back in 14 hours and 32 minutes, checking in at 2:33, and the first of the sidecars landed at the checking-in station at Reading at 5:25. The solo schedule was 24 miles an hour, the sidecars 20 miles. Sol Kulp, in a Neracar, made a good showing. Checking stations were operated at Baltimore and Hagerstown, Md. Clarence Leibold, one of the starters, met with an accident three miles out of Reading, returned for repairs, started out an hour and a half late, but got back to Reading again on time. The checkers for the local club were Earl Dalton, Fred Bettler and Charles Sweigart. The principal cities and towns covering the course were Harrisburg, Chambersburg, Hagerstown, Md., Baltimore, Wilmington, Del., Brandywine, West Chester, Collegeville and Reading. The following were among those who participated in the run: Arthur Jones, Raymond Shell, Harry Hart, riding Indian side-car machines; Alfred Eisenberg, Reading Standard solo; S. Eisenbise, Reading Standard side-car; Albert Fromm, Henderson side-car; H. Fritz, C. Leibold, Robert Hart, Leonard Kugler, George Flamm, James Neiman, Indian Scout solo machines; George M. Newhauser, Fred W. Stierhoff, John A. Lane, Harley-Davidson side-cars; Charles Cole, Ace side-car.

LONG BEACH HILL CLIMB

Long Beach, Cal.—The hill climb, promoted by the Long Beach Motorcycle Club, brought out a crowd of over 5,000 fans to watch the contests and cheer for the contestants. No one succeeded in getting over the top. The best mark was 308 feet. There were thirty entries. R. G. Peck, Robert Feax and William Park, all Indian Scout mounted, finished in the order named in the 37 cu. in, novice event. K. Richardson, Harley-Davidson; T. W. Cleaver, Excelsior, and L. Guyler, Harley-Davidson, took the prizes in the 61 novice class. Malcolm Ord, Indian; J. F. Kearns, Harley-Davidson, and W. Guyett, Harley-Davidson, got the first three places in the 61 expert. Honors in the 80 open went to R. S. Sullivan, Malcolm Ord and E. C. Ables, all Indian mounted.

BOSS MAKING STOP SIGNALS

Fremont, Ohio—The Zirn & Martin Co., Harley-Davidson dealers here, have sold the Fremont police department a new 23 electric Harley-Davidson for catching speeders on the national highway. They have also sold a sidecar outfit to the sheriff to patrol the roads for trucks that carry overweight. Considerable damage has been done on the highways by overloaded trucks. Mr. Boss, formerly a member of the concern, has sold his interest to Mr. Martin. Mr. Boss will devote all of his time to the Boss stop signal, which he is now manufacturing for motorcycles exclusively. Mr. Boss expects to go back into the motorcycle business this fall and expects to locate in some live town in Ohio with the Harley-Davidson agency.

Bicycle Price Reductions General

Westfield and Miami Announcements of Lower Prices Forerunners of Others Expected At or Before Atlantic City Show

THAT the announcements of reduced prices of bicycles by the Westfield Mfg. Co., accompanied by the new list prices, and the announcement of the Miami Cycle and Mfg. Co. that new prices were in effect but without giving the list figures were the forerunners of similar announcements which may be expected from other bicycle manufacturers either at or before the National Bicycle show, is indicated by the information received by Motorcycle and Bicycle Illustrated this week, from several of the leading factories.

While, as a rule the manufacturers are loath to quote specific figures it is apparent that the price cut is to be general.

W. C. Schack, of the Emblem Mfg. Co., Angola, N. Y., makes the following characteristically laconic announcement:

"Emblem and Pierce will meet price conditions." W. G. is always thorough, so it is safe to predict that Emblem and Pierce dealers will have no cause for complaint.

Another equally characteristic announcement comes from the Arnold, Schwinn and Co., of Chicago. It is:

"No announcement to make of list prices. We are not interested in the affairs of other manufacturers."

Nobody has yet been able to get up early enough in the morning to obtain much of a lead on Ignaz Schwinn so it is not likely that dealers handling the product of this factory are worrying greatly over the price situation.

The Davis Sewing Machine Company, of Dayton, Ohio, makes it quite clear that they don't intend to take a back seat for anyone in the following message:

"We have long held first place in the bicycle industry, gained by offering high quality merchandise at fair prices. We intend to maintain that position."

It is evident that Davis made bicycles are not going to be a drug on the market because the other fellows have reduced prices.

The Great Western of La Porte, Ind., is more specific. They say:

"Our company has planned and completed a very drastic change in models and price policies and will have a complete line on the market with retail prices at $25 and $35, f. o. b. factory. These models represent the best possible quality. Our bicypede bicycle constructed velocipede will retail at $15 and $20 with a price to dealers that will justify exclusive representation and give a satisfactory profit. If price, quality and finish, co-ordinated with standardized bicycles justifies volume then the Great Western name plates will control business in their respective towns."

So there you are.

The Mead Cycle Co., of Chicago, says:

"New 1923 price schedules for Ranger distributors go into effect in September with the customary credit allowance for unsold stock."

Thus it is plain that dealers retailing the Mead line will be able to meet competition.

The foregoing announcements indicate that it will be well worth while for bicycle dealers to attend the Atlantic City show and convention.

Competitors in California A. B. L. trials. Left to right—"Pop" Rhodes, George Williams, Otto Clapp; Steve O'Connor, winner of State title, and Charles Moe.

ACME WHEELMEN HOLD RACE

THE Acme Wheelmen held their weekly club races Sunday, August 27, over the Mosholu Parkway Course. A field of 16 riders lined up for the ten-mile handicap race which was the feature event for the day.

The first event on the card was the deciding race for the Class B sprint series. After ten races being held at quarter and half-mile distances there was a tie in point for first place between Andy Geiss and James Seawell. It was decided to race off the tie with a match race at a half-mile. After making the half-way turn Seawell made his final bid for first honors, he jumped to the front and put every ounce of strength into his pedals opening up two lengths. They raced that way down to the tape where in the last 100 yards Geiss went to the front to win easily. To the winner goes a Silver Cup, Seawell and the three men following in points securing medals.

The field lined up for the handicap race. Handicap marks were allotted up to three minutes. The scratch men not having enough speed to overtake the leaders had to be content with the time prizes. Only winning that by a margin of 31 seconds. The individual honors went to Robert McConaghy, who made it a double win in two starts. Riding from the two-minute mark McConaghy showed he had lots of reserve strength when after chasing the field for over seven miles he was still able to jump the field on the last quarter mile and lead them by five lengths. Salv. Grasso, riding from the two-minute mark, took second honors nipping Michael De Luca after a hard ride to the tape. Wm. Muller and Thos. Corso scoring in the other places. In the sprint for the time prizes John Amabile led Theod. Schliesman, and James Seawell in a nicely timed sprint. Covering the 10 miles in 28:15. Finish of 10 mile handicap race:

Pos.	Rider.	Hdcp.	
1.	Robt. McConaghy	1:00	28:46
2.	Salv. Grasso	1:00	29:46⅗
3.	Michael De Luca	3:00	30:47
4.	Wm. Meller	3:00	30:47⅖
5.	Thos. Corso	2:00	29:48
6.	Jack Denov	3:00	30:48⅖
7.	John Amabile	Scr.	28:15
8.	Theod. Schleosman	Scr.	28:15⅘
9.	James Seawell	Scr.	28:16

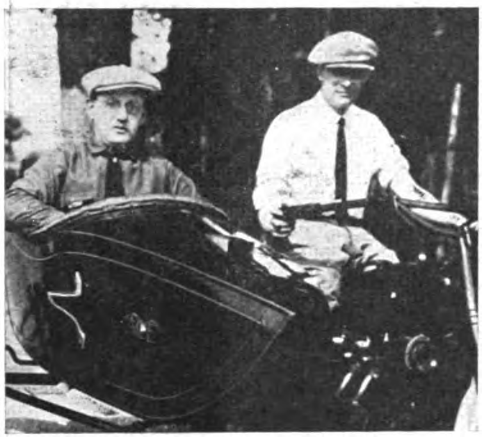
And STILL THEY COME

By A. B. Coffman

EXHIBITORS for the big show at Atlantic City continue to come in. The Bearings Company of America, Lancaster, Pa., manufacturers of Star ball retainers and thrust bearings, and the Kokomo Rubber Company, Kokomo, Ind., manufacturers of the Kokomo bicycle tires, have applied for space. Both of these companies will stage attractive exhibits.

The previous list of exhibitors failed to carry the name of the Pierce Cycle Company, Angola, N. Y. This company will exhibit the famous line of Pierce bicycles, including the Kramer racers and road models. A note from W. G. Schack, a member of the Show Committee, states that their exhibit this year, both of Pierce and Emblem bicycles, will be their best effort.

Word received from A. R. Jacobson, chairman of the Amateur Bicycle League of America, outlines their program for the National Junior and Senior championship road races to be settled at Atlantic City, September 16th. These races will be started at 9:30 in the morning on the Boulevard, both paced and unpaced trials. The sprint races will be held in the Atlantic City Athletic Field, beginning at 2:30 and continuing until finished. Realizing the magnitude and prominence of these races the city officials of Atlantic City are building a special quarter-mile dirt track 24 feet wide, properly banked, on which to hold these races. This is real co-operation.



Everett DeLong, foreman of the experimental department of the Ace Motorcycle factory, takes James Brown, traffic manager for the Blodgett, Ordway & Webber Co., of Philadelphia, out for a 250-mile ride and sells him on the practicability of a motorcycle.

Reports reaching this office from various sections of the country state that the eliminating trials in the various states have been held with few exceptions and that those riders qualifying for the finals are all set, ready to come. These races, I believe, will be the biggest of their kind held for a long time and is just another feature that everyone connected with the bicycle industry cannot afford to miss. So make your plans to be present.

Champions, both Senior and Junior, from many States will be on hand to compete for the finals. They should put up some stirring contests for the fans and show people.

Exhibitors at the Show selling dealers are writing everyone of their customers inviting them to the Show-Convention and sending an order for a season badge. If you have not received this, write A. B. Coffman, 326 West Madison street, Chicago, and same will be forwarded promptly.

This scene is in the Tioga Pass of California at an elevation of nearly 10,000 feet.

SIDEWALK SIGN

E. G. WESTON, Indian dealer at Marshall, Texas, suggests a good idea for a sidewalk sign. Make a frame about five inches wide and of the proper height and length to fit the "Indian Motocycle" window transfers. Cut four pieces of glass and then put the glass in the frame with the transfers on the inside. Wire the inside of the frame for three or four electric lamps, then connect these to a thermo flasher and you have a neat and attractive flash sign. The top, bottom and ends could be covered with tin and painted with black enamel.

CONDUCTOR WAKES 'EM UP

ROSCOE BEAN, President of the Liberty Metal Products Co., Berea, Ohio, tells one on his home town. The other day when on a local street car the conductor signaled to go ahead. A woman rushed for the rear of the car and the conductor signaled to stop. Again he signaled to go ahead and another woman came running back to get off. He stopped again and called out, "If anybody else is going to wake up do it now." "All the excitement is not in the big cities, we have it in Berea, too," quoted Mr. Bean.

E. W. Fish, Ace Traveler, Visiting Chief Wild Buffalo at the Seneca Indian Reservation in New York State.

With *the* Trade

DAYLIGHT SAVING AT HENDEE

Springfield, Mass.—For the benefit of any dealers who are planning to visit the factory or for telephone or telegraph messages, the Hendee factory advises that it will be on daylight saving time until further notice.

KEEPING CLOSE UP TO DAD

Middletown, Ohio—Mr. Edgar Boren, Jr., sales manager for the Miami Cycle & Mfg. Co., has been elected a member of the board of directors by the stockholders of the company. Mr. Boren is a son of Vice-President Edgar Boren.

BIG STEWART-WARNER SALES

Chicago, Ill.—The sales of the Stewart-Warner Speedometer Corporation for 1922 show an increase of 12 per cent over the entire year of 1921. Sales for August of this year are running over and above any month in the history of the company.

ANDY GOES OVERSEAS

Rochester, N. Y.—President D. G. Anderson of the Cyclemotor Corp. left this week for an extended business trip in Europe. The Cyclemotor is one of the most popular motor attachments on the European market and the company has agencies in practically every country on the Continent, as well as a branch factory in Germany.

N. Y. HAS NEW TIME SALES LAW

New York.—The Legislature of the State of New York at its latest session enacted a new time sales law, which goes into effect September 1, 1922. This law contains many important provisions regulating the installment or deferred payment plan. Copies of the law may be obtained from Samuel Weinstein, 291 Broadway, New York, upon written application, without charge.

KAY BEE STARTS NEW FACTORY

Los Angeles, Cal.—The Kay Bee Mfg. Co. let the contract last week for its new plant to be erected on South Park avenue near San Pedro street. A one-story building with 20,000 square feet of space, with plans for the addition of a second story when additional room is needed, will be erected. Present Kay Bee business is far in excess of the capacity of the plant.

CYCLONE PROGRESS

Benton Harbor, Mich.—President J. M. Eaton of the Cyclone Motors Corp., is all smiles these days. The preliminary bothers of factory organization have been overcome and actual production is under way. "Two weeks more," says President Eaton, "will see a big advance towards the Cyclone goal which is the production of the best motorcycle for the money that has yet come on the market."

BELGIUM TO HAVE A SHOW

Brussels, Belgium—The sixteenth Automobile and Cycle Exposition of Belgian manufacturers will be held at the Palais du Cinquantenaire, scene of the previous shows, from January 13 to 24, inclusive, 1923. The exposition will be international and the exhibitors will be divided into nine classes, including passenger cars, motorcycles, accessories, tires, bodies, trucks, engines, automotive equipment, and agricultural vehicles (tractors, reapers, threshers, etc.).

E. V. Gumpert, Export Sales Manager, Harley-Davidson Motor Co.

Edgar Boren, Jr., Sales Manager, Miami Cycle and Mfg. Co.

Edgar Boren, Sr., Vice-President, Miami Cycle & Mfg. Co.

EXCELSIOR CYCLE ABSORBS HUFFMAN

Michigan City, Ind.—The Excelsior Cycle Company has purchased the factory equipment of the Huffman Mfg. Co., and will install it in the Excelsior factory here. The Huffman Mfg. Co. has decided not to embark in the manufacture of bicycles. President Horace M. Huffman has agreed as a condition of the sale of the Huffman plant to the Excelsior Cycle Co. that he will not engage in the production of bicycles for the next five years. As a part of its expansion plans the Excelsior Company has elected Sales Manager H. G. Pruett Vice-President. He will continue with his duties of sales manager. Jerry Herbert will also join the Excelsior organization as factory superintendent. Carl Unger retires from the firm, his stock having been acquired by Pruett. The new equipment will be installed immediately as it is badly needed to take care of rapidly increasing business. The policy of the Excelsior company is to sell direct to the dealers. The retirement of Horace M. Huffman from the bicycle field will be keenly regretted by the entire industry. He has always been a constructive booster. His successor as president of the Cycle Trades of America will probably be elected at the coming Atlantic City convention.

MIAMI ON NIGHT SCHEDULE

Edgar D. Boren, vice-president of the Miami Cycle & Mfg. Co., Middletown, Ohio, states that they will start night work next week. This is an encouraging sign in the bicycle industry. The Miami plant has a capacity of from 10,000 to 12,000 bicycles per month. Their new dealer's plan has turned out successfully and the Boren team are pushing it for all they are worth. Mr. Boren has been teaching Edgar, Jr., the business and he has taken to it in such a manner that he is now sales manager, and is showing the same resourcefulness that has made his dad one of the leading sales directors in the country. He is of attractive personality and has plenty of initiative and stick-to-it-iveness to put across a big job. Miami has cut prices so that it hurts and are going out in an endeavor to get volume production. The Miami name plates Raycycle, Miami, Hudson and Flying Merkel are listed at especially attractive prices to dealers and the company is also making jobbing wheels at greatly, reduced prices.

CORCORAN-VICTOR OPTIMISTIC

Cincinnati, Ohio.—An office has been opened by the Corcoran-Victor Co., of Cincinnati, in the General Motors Building, Room 146, fifth floor, Detroit, Mich., in charge of L. K. Cohn. Mr. Cohn has a wide acquaintance among the motorcycle manufacturers, and the confidence they have in him and his firm is indicated by the manufacturers of motorcycles now using Corcoran Victor Lamps as their regular equipment.

"How could we help but be optimistic?" asks James H. Muir, sales and advertising manager. "We have sold our lamps to practically every motorcycle manufacturer, and orders are coming in every day. Indications are that for the next five years the motorcycle manufacturers will have the biggest years in the history of their business. We are arranging our plans to take care of this business. We believe in the industry and see a splendid future for it."

Mr. Muir is a Canadian of the practical type that deals in realities, keen on detail, with accurate knowledge of his word, and only happy when talking about lamps.

SHILLAN SAILS FOR HOME

New York—John Shillan, of Shillan-Beck & Company, who has been traveling in Europe for the company, for the past six months, is en route for home, expecting to arrive in New York about Sept. 4.

NEWS FROM THE WIGWAM

Springfield, Mass.—Among recent visitors at the Hendee plant was Albert J. Pyle, son of J. Pyle, former Indian dealer at Wilmington, Del. Albert, a student at Boston Tech, stopped in on his way to Boston.

STEVENS & CO. TAKE NEW LINES

New York—Stevens & Co. have taken over the national sales distribution of the well-known line of wrenches made by the Frank Mossberg Co., of Attleboro, Mass. The Stevens Co. has also taken the national distribution for the Okeh and Urich bicycle tire repair tools manufactured by B. Urich, of Milwaukee.

OGLAEND AT THE ST CHARLES

New York—Jonas B. Oglaend, Inc., have made arrangements to exhibit at the basement display room at St. Charles Hotel during the Atlantic City show a full range of their principal lines as B. S. A. fittings, Brooks saddles, Accles & Pollock tubing, racing fittings, hubs, pumps, lamps, toolbags, oilers, wrenches, etc. In attendance will be Messrs. Oglaend, Ling and Agins.

JERKIN VESTS WITH POCKETS, FOR THE RIDER

Boston, Mass.—The Simon Coat Co., of 144 Kingston street, this city, have added a new product to their line, a real leather jerkin, for the motorcyclist, made with two large pockets. They are also making the same style vest, with O. D. woolen melton cloth sleeves, with knit wristers. This is brand new merchandise, and they are exclusive makers of the same, with pockets, as they have the copyright. They are selling direct to the rider, with no middleman's profit. The catalogue showing other styles of leather and sheepskin clothing which they manufacture, will be ready for distribution on Sept. 10. Any rider may procure one of these catalogues by sending in name and address to them.

STANDARD WELDING AT SHOW

Cleveland, Ohio—The Standard Welding Company of Cleveland, Ohio, will occupy Booth No. 16 at the Atlantic City Bicycle Show, with Roy D. Malm in charge. This is the first time the trade has had an opportunity to see an exhibit of Stanweld Tubing at a National show for a considerable period and it is expected that it will arouse a great deal of interest. The Standard Welding Company has been a principal source of supply for all the tubular parts of a bicycle almost since the beginning of the industry. Mr. Malm has had the supervision of tubing production in the big plant at Cleveland and is well known to the trade as an expert on the making and forming of welded tubing.

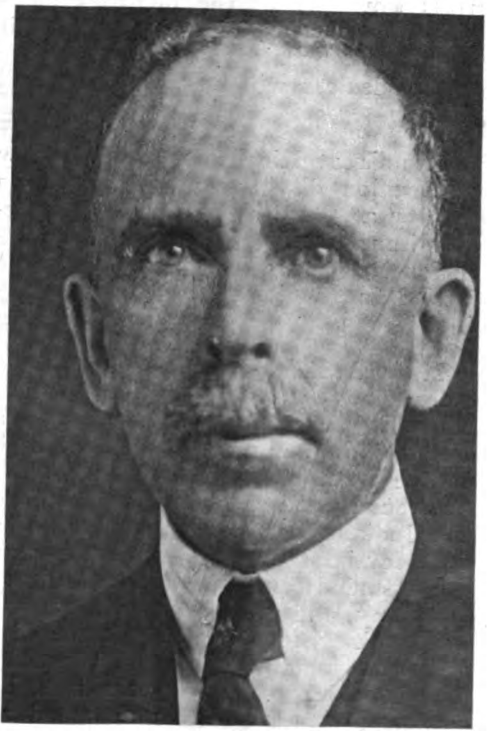
NEW MEN ON WESTFIELD STAFF

Westfield, Mass.—M. J. O'Neil and William F. Reigner have joined the sales staff of the Westfield Manufacturing Company to help push the sale of Columbia bicycles under the new territorial franchise plan recently announced by the company. Mr. O'Neil is thoroughly familiar with bicycle construction, having been with the Columbia makers for over 20 years. Mr. O'Neil will cover the territory of Maine, New Hampshire and Vermont with other Westfield representatives. Mr. Reigner comes from the Keyser, Fry Company, bicycle jobbers of Reading, Pa., and because of his acquaintance with the bicycle dealers in Pennsylvania and surrounding territory will represent the Columbia makers in that vicinity. Mr. Reigner has been a traveling man for the past 20 years, being formerly associated with the James Pyle & Sons, of New York City, and also Bright & Co., of Reading.

Hi Hascall, President Shillan, Beck & Co.

PROSPERITY AT HAND

Washington, D. C.—Real, permanent prosperity is just around the corner, according to Government officials in Washington who have been following industrial movements during the past few months. The first indication that business generally realizes this fact, it is pointed out, is shown by the announcement that in the steel industry an increase of 20 per cent. in wages will be made effective immediately. This step was taken, it is asserted, not because the employers believe that the cost of living necessitated an increase but because they foresaw a shortage of labor as soon as the railroad and coal strikes are settled. As soon as the two strikes are settled and production and general transportation are on a more normal basis, it is declared the country will see a serious shortage of labor and with work available for everyone who wants it there will be a prosperity which should last indefinitely. While, during the winter, industry may have to get along on a bare sufficiency of coal and may be somewhat hampered by the fact that the railroads will be struggling to resume their normal operation, it is expected that each month will see an increased activity in practically all lines of business, which, by next spring should resolve itself into a steady and persistent growth of business.



M. T. O'Neil, new Westfield traveled in New England

HI. HASCALL HEADS SHILLAN-BECK

Milwaukee, Wis.—As a result of the moving of the executive offices and factory of Shillan, Beck & Co., manufacturers of Goulding sidecars, to Milwaukee, there has been a reorganization of the company and Hi. Hascall has been elected to the presidency. Irving Beck will handle the New York end of the business from the New York headquarters, as heretofore. The new arrangement will give Mr. Beck free swing in his sales activities, unhampered by executive responsibilities and duties. It will also place the executive management in the hands of Hascall who is on the ground at the factory and who has accomplished wonders in the way of organization since the Shillan, Beck Co. took over the manufacture of sidecars. Since the new price announcements on motorcycles and sidecars were made in July there has been a fine demand for sidecars, and the Milwaukee factory is a very busy place.

FOREIGN BUSINESS GOOD

Milwaukee, Wis.—"The export business outlook is very good at present and promises more for the future," is the way E. V. Gumpert, export sales manager, Harley-Davidson Motor Company, sums up his three months' European trip. All the dealers without exception are thoroughly convinced that the motorcycle industry is a mighty good business to be in. In most cases it has been found to be much more profitable than the motorcar business and the prospects for the future were never brighter. Every one is making plans for taking care of a good healthy increase and the results of the dealers concentrating more and more on motorcycle sales are plainly evident. The biggest talking point in favor of the motorcycle is economy—not only as regards the initial cost, but mostly in the upkeep. In all the European countries, gasoline, for instance is very expensive—being three or four times what it costs here. This gives the dealers a fine chance to drive home the low cost of the upkeep of the motorcycle as compared to the motorcar, and is one of the reasons why motorcycle sales are on the increase. Of course, sales are not nearly as easy as they were several years ago. Dealers must work, but the most gratifying thing is the dealers find that by working they are actually able to increase their sales and build up a very profitable and permanent business. Unemployment, adverse exchange, are some of the handicaps that must be overcome, but in spite of this, enough prospects can be found if the dealers go after them. Import duties, also, add considerably to the cost of machines, but the same or higher duties apply on motor cars, and the motorcycle does not suffer on account of it.

N. Y. Branch *for* Great Western

THE Great Western Manufacturing Co., in conjunction with the Kumfy Cab Co. and Johnstone Tire Co., all of La Porte, Ind., and the Central Wheel Co., of Sturgis, Mich., have combined forces and opened a joint New York office and warehouse at 21 Murray street to take care of their steadily growing Eastern market. The new headquarters will be under the management of a well-rounded organization known as the Great Western Sales Corporation. This corporation will be headed by Major A. E. Lonn, who will be ably assisted by E. H. Leng and H. P. Tozier, all of whom are well known to the trade and have been closely connected in the selling organization of the Great Western Manufacturing Co. for some years.

The distribution of the products of each of these industries in the Eastern market has made the office sales room and warehouse a necessity to care for their separate agencies in the rendering of a more complete service and to assure prompt deliveries.

Without adding expense to the dealer by running an expensive, independent organization, it is now possible for each of these companies through their combined efforts to more thoroughly cover the territory at frequent intervals and in this way render a service to the dealer that will be highly appreciated.

When in New York you will find it very much worth while to pay a visit to their beautiful salesroom, see their complete display of high-grade products and acquaint yourself with a service that is rarely rendered a dealer in any line of merchandise. The salesroom is 125 feet deep by 25 feet wide and is in a most convenient location in the heart of the bicycle neighborhood; one-half block off Broadway on Murray street at City Hall Square. All subway lines as well as the uptown elevated have stations within one-half block and ferries to Jersey are but a few blocks distant. Rush service of shipments can be made to all Eastern points by way of the facilities mentioned above in addition to making it a most convenient stopping place where dealers will be welcome at all times.

Maj. A. E. Lonn

E. H. Leng

The Great Western's Atlantic City convention display will be placed on display at these New York headquarters immediately after the show in addition to their complete stock of the varied lines which they are now carrying.

Major A. E. Lonn, vice-president and sales manager of the Great Western Manufacturing Co., was born at La Porte, Ind., January 3, 1884. He took to the wheel early, and began riding amateur bicycle races in 1893. He held the Indiana record of a quarter of a mile for boys under 15 for six years. He attended school at Culver Military Academy, and graduated with honors. After his graduation he became city salesman for the Adams & Westlake Co., in Chicago. Two years later he returned to La Porte and acted as foreman of various departments of the Great Western Co. for three years, after which he traveled the states of Ohio, Pennsylvania, West Virginia, Kentucky and North Carolina. As a reserve officer he was called to duty immediately on the outbreak of the war, and served until it was over—much of the time in France on active duty and also as major on general staff duty with the American, British and French forces. He returned to America and was discharged January 3, 1919. On January 10 he was back in harness at La Porte, and became sales manager when C. A. Lonn took over the management of foreign sales. He says he'd rather sell bicycles than eat.

E. H. Leng, who is known to most everyone in the bicycle and baby carriage industry was born in Brooklyn, August 18, 1874. When but 16 years of age he went on the road for J. S. Leng & Sons Co., a wholesale bicycle and sporting goods house. At the age of 21 he was made a member of the firm. In the year 1912, Mr. Leng took over the New York Territory for Great Western, which he has handled until the larger sales organization was established, of which he is now a part.

H. P. Tozier, who is well known among the bicycle and sporting goods dealers in New England, was born in Milford, Me., March 13, 1878. He got a position with the James Bailey Co. in 1902. In 1912 he was made manager of the motor service division, and several years later also assumed the management of the bicycle department for the company, which position he now leaves to join the Great Western.

H. P. Tozier

Bicycle Parade *for* Atlantic City

Formal Opening of Bicycle Show to Follow at Termination of Turnout on September 14

By Harry J. McCarthy

Executive Secretary, Cycle Trades of America, Inc.

WHAT is it that is one of the main features of national conventions? A gigantic parade, of course. Why do large organizations like the Elks, American Legion, Shriners and similar bodies sally forth on some day of the week of their symposiums and to the blare of bands and wave of flags, step out in jovial feeling and frolic along in the height of hilarity? Simply because they want the onlookers to know how strong they are and have people talk about them.

That is their idea of publicity and at the same time makes each member feel that he belongs to a "regular" organization.

When the Brotherhood of Bicycle Manufacturers, Jobbers, Dealers and Riders assemble in Atlantic City for the National Bicycle and Accessory show, commencing September 13, Grand Marshal St. Onge, Bicycle Booster Extraordinary, will be in his sacred sanctum rounding out plans for what is expected to be the biggest bicycle parade in many years on Thursday, September 14. The coming parade, without a doubt, will be the outstanding feature of the week of the show, if present indications mean anything, and to make it a rousing success every person who goes to the seashore city to visit the show should endeavor to be in line. There is no good reason why they should not be willing to do this if they have any faith in their industry. The more publicity the bicycle receives the more it becomes better known to the public, and when hundreds of wheels spin along the Atlantic City streets in military formation, the good old bicycle will be talked about for a long time for persons from all over the country are daily visitors and will take the bicycle riding idea home with them.

The wonderful sociability runs conducted by St. Onge the past season have received no end of commendation for the bicycle and many bicycles were sold as a result of this stimulation that ordinarily would be collecting dust in the store rooms. Youngsters by no means have been the main buyers; many grown-ups have recognized the bicycle as a source of pleasant exercise and are seen daily pedaling smiling along the boulevards. Several newspapers, observing the interest aroused in other cities where bicycle parades were conducted, particularly by St. Onge, have run them for the benefit of bicycle riders in their cities, and they all turned out to be overwhelmingly successful. Three of the cities, all big ones, are Seattle, Wash., Fall River, Mass., and Boston.

Now that the bicycle is being popularly received again and is being given wide publicity from all angles, let us all get together and make the parade such a success that the public's attendance at the show will be so large that newspapers everywhere will play it up strong in their columns. In order to do this it is suggested that all manufacturers, jobbers, dealers and riders who plan to go arrange to ship a bicycle to Atlantic City for the occasion. Bicycles may be shipped to the hotels the visitors select or to the American Express office to be held until called for. In addition the Atlantic City dealers will doubtless have bicycles to rent for the parade as it is being suggested in a letter to them that they do so.

No definite place for assembling the riders has been selected yet, but full announcement will be made at Atlantic City, or, if information is received beforehand, a notice will be in the trade papers.

By all means endeavor to participate in the big parade and throw personal pride and dignity into the discard for one day at least. Set an example. Show the public that those who manu-

While in Dayton, Ohio, recently, Fred St. Onge paid a visit to the factory of the Davis Sewing Machine Company. The photograph above shows Fred ready for a spin with the fair members of the Davis Girls' Bicycle Club.

facture and sell bicycles ride them as well. Publicity makes a success of anything that interests the average citizen and the idea of the parade in conjunction with the show will surely be beneficial in every way. Mark your calendar now to ship YOUR bicycle well ahead so that it will be waiting for you when you arrive.

The parade will be headed by St. Onge on his lofty wheel, with Horace M. Huffman, president of the C. T. A.; J. P. Fogarty of the C. T. A. publicity committee; W. G. Schack, E. J. Lonn and other bicycle manufacturers, with their salesmen, following. Next the parts and accessories' manufacturers and representatives, jobbers and representatives, dealers and riders. Hundreds of Atlantic City school children will also be in line.

An added attraction at the National Bicycle Show will be a series of roller or home trainer bicycle races to decide the National amateur roller championship. Two thirty-minute series a day, commencing with Thursday, September 14, will be run at 3:30 and 8:30. Saturday evening will see the grand finals. There will not be any roller racing on Saturday afternoon as the National Championship Road Races under the auspices of the Amateur Bicycle League of America, Inc., will be in progress.

George W. Harley, of 2636 North Braddock Street, Philadelphia, has been placed in charge of the roller championship races and any rider wishing information about the races and desirous of riding is requested to get in touch with him so that complete arrangements can be made beforehand. Present indications point to the races being a huge success and as they will no doubt have to be run in heats, because of thirty minutes only being allowed for each period. Plans will be made to move the machines to the sand on the beach where the heats can be finished without interfering with the program of the rest of the show in order to enable the riders to qualify for the finals. The point scoring system will be used and those securing the largest number will be eligible for the final races. No entry fee will be charged.

MUTE
FLA.
PORTLAND
BY
DE

Ruther C. Campbell, deaf mute, who is touring from Miami to Augusta, Me., and return, with his sign.

A novelty in connection with the races will be the employment of a miniature track with manikins representing the riders.

Thus far three bicycles, two watches and three medals have been secured through the Cycle Trades of America and other prizes are promised. Final details with rules and regulations governing the races will be published in a current issue.

CYCLING OVER 8,000 MILES

RUTHER C. CAMPBELL, a deaf mute messenger of Miami, Fla., is now on the last leg of an 8,000-mile bicycle trip from Miami to Augusta, Me., and return. He left from Miami on April 5 and arrived in August on July 27. He is riding a Columbia bicycle.

Leaving Augusta on July 29 he made easy progress to Boston and Worcester, then on to Springfield. A side trip to Westfield made it possible to spend two days in that city, most of the time being spent going through the Westfield Manufacturing Company's plant to see how his Columbia was built. He will return to Miami via Atlantic City, Philadelphia, Richmond, Va., Raleigh, N. C., Brunswick, Ga., Jacksonville, Fla., and West Palm Beach, arriving there by the first of October.

During the 4,000 miles or more that he has already covered Campbell has worn out six tires, the last pair being replaced at Providence, R. I., July 1.

From Augusta he brought a post card bearing the signature of Gov. Percival P. Baxter, of Maine. This card will be delivered to Mayor Wharton, of Miami, when he returns home.

Campbell became deaf and dumb as a result of an attack of spinal meningitis when eleven months old. He was born in Amherst, Va., in 1897, studied at Virginia School for the Deaf at Staunton, Va. He lives in Miami during the winter months. Campbell had only three accidents since he left Miami, Fla., April 5th, the worst accident was at Hampton Beach, N. H., July 22d.

He had already visited popular resorts such as Coney Island, Asbury Park, Newport, Old Orchard, Hampton Beach and Revere Beach. He declared he is not at all tired from his long grind. Campbell carries a sign on his back, proclaiming his destination and expects to follow along the Coast states until he reaches Miami.

U. S. I. RUNS RACES

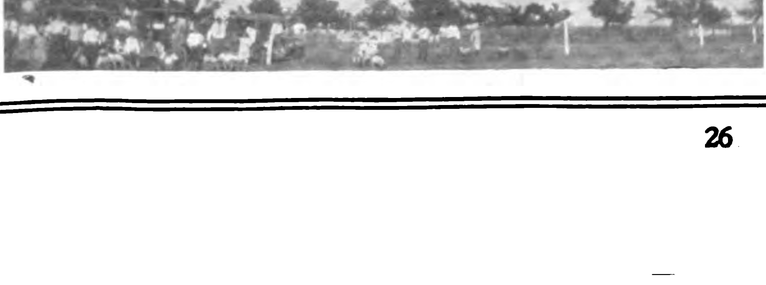
THE Unione Sportiva Italiana weekly series of races for members were held on the Grand Concourse, New York City, Sunday morning, August 27. Joe Stabile won the feature event, the 8½-mile "cork" race, from a field of 20 riders. Stabile was followed over the line by George Barthlenghi. They started from the 2:15 mark and by working together the entire distance were able to keep the back markers away.

The other races were the Class B and Junior sprints at one mile. For the second consecutive week J. Toker won the Class B from a classy field of ten riders. Second, third and fourth positions were hard fought for by Stabile, winner of the cork race, and Andy Bavera and Siciliana in that order.

The Broglio brothers accounted for the Class B Junior race, the finish of which was one of the closest this season, L. Broglio just beating his brother Pete by a few inches. C. Monziglio was third and L. Pia, a new rider, fourth.

Time and order of finish of "cork" race follows:

Pos.			
1	J. Stabile	2:15	24:15
2	G. Barthlenghi	2:15	24:15 1-5
3	J. Siciliana	2:00	24:00 2-5
4	Pete Broglio	2:45	24:45 3-5
5	E. Giampoli	2:00	24:00 4-5
	Fast Time Points		
1	"Spots" Eisele	Scr.	21:20
2	Tom Volpe	Scr.	21:20 1-5
3	Jack Visco	1:00	21:40



A novel stunt staged by a number of bicycle dealers at Brownwood, Texas. Looks simple, doesn't it?

Bicycle Riding *for* Health

By R. E. Butcher

VACATIONING on a bicycle is not a popular sport for the average adult in this age of automobiles, but if your appetite is poor, your color sallow, or your physical self in a run down condition, try bicycle riding for a thousand miles or so, and note the improvement. After the first five miles your appetite will return, you can eat and relish anything. A few hundred miles will convince you that bicycle riding is the best health builder ever. The open air and sun will give you the desired color.

I decided to attempt a cross country ride on a bicycle because it appealed to me as being novel. I also saw the physical benefits which would be derived therefrom. I left Brooklyn, New York, with the intention of riding through to Salem, Oregon. My course was planned from New York to Chicago, via Niagara Falls. My equipment consisted of an army pup tent, an army blanket, a poncho and camera. The poncho served as a sleeping bag. I made a canvas bag with cover to put on the luggage carrier. I succeeded in making a compact bundle which was not too heavy, yet heavy enough to hold me to the road to make riding easier.

Once outside the city limits, I began to really enjoy the ride. The roads were in excellent condition, and the scenery at its height. Some of the hills in New York State were a bit steep for pushing up, but by getting sufficient momentum in coming down the preceding hill, I was able to make most of them.

I would say that the bicycle affords the means of getting the maximum of enjoyment out of the country because it tones one up both physically and mentally. It seemed impossible to satisfy my appetite. I practically lived on raw eggs, milk and bee honey. On this diet I gained ten pounds. The muscles of my body developed uniformly, so after a week of riding, I was as hard as a rock. This muscular development enabled me to ride from ten to sixteen hours each day and enjoy it. Sleeping on the ground is fine, it gives one the snap that makes life worth living. At one time I slept in wet clothes, but did not contract a cold. I attribute this to my staying in the open air.

When leaving New York, I little dreamed of making the business connection which is in line with that for which I had studied. I rode as far as La Porte, Indiana, which is the home of the Great Western Mfg. Company, and was offered a permanent connection with that company. The proposition appealed to me so much that I abandoned my trip and accepted it. However, it did not prevent my riding back to New York over the National Trail.

New York to Chicago
and return
Crown
Bicycle

R. E. Butcher, who recently completed long trip on his bicycle.

I rode a Crown bicycle, a product of the Great Western Mfg. Company, which I found to be a beautiful bicycle.

Two Fisk Premier tires carried me the two thousand miles without a single puncture. The weight of my body and luggage was over two hundred pounds.

Naturally my advice to other young men is "Go West Young Men, but Go West on a Bicycle."

LAP FIELD IN J. C. RACE

BY lapping the field in the two-hour team race held Sunday morning, August 27, by the Jersey City Wheelmen on the Boulevard, the Dutch-Irish team of Norman Dorn and Francis Kenny furnished a rare treat to the hundreds of bicycle fans who have been witnessing Sunday morning sprint races throughout the summer. The race was run like a six-day event with a sprint every two miles for points, which decided the winning team.

The pace during the first hour proved so fast that of the 12 teams to start only six finished. The distance covered during the two hours was 31 miles. Just before the finish of the first hour Norman Dorn took a flier and opened a wide gap, just as the other teams were substituting. He was relieved by Kenny, who, after plugging five miles, succeeded in lapping the field. The order of finish was:

1. Norman Dorn-Francis Kenny, 60 points, 31 miles (Dutch-Irish team).
2. William Wohlrab-Edward Wohlrab, 36 points, 30 miles (Dutch team).
3. Charles O'Hara-John Fargo, 27 points, 30 miles (Irish-Italian).
4. George Bollenbach-Charles Whitehead, 22 points, 30 miles (German team).
5. Charles Hansen-John O'Halloran, 18 points, 30 miles (Greenville team).
6. George Kaets-Oley Olsen, 4 points, 29 miles (Bayonne team).

William Wohlrab won the club's all-around summer championship with 12 races and 108 points. Final point standing:

William Wohlrab, 108, gold medal; John Bruns, 89, silver medal; Frank Kenny, 78, silver medal; Herbert Jones, 48, bronze medal; Charles O'Hara, 48, bronze medal; George Bollenbach, 30; John Fargo, 27; Jack Hendershot, 27; John O'Halloran, 23; William Mollica, 23; Norman Dorn, 23; Charles Whitehead, 18; Louis Weisbrod, 13; John Quatarro, 12; Louis Fay, 10; Edward Wohlrab, 8; Charles Hansen, 2; John Blats, 1.

WANTS AMATEUR STATUS

George Goulding, a bicycle dealer in Vancouver, B. C., has made application to the A. A. U. of Canada for reinstatement as an amateur in order to compete in amateur athletic meets. Goulding won the walking race at the 1912 Olympic Games in Stockholm, Sweden, but lost his amateur card when he became an instructor at Toronto Central Y. M. C. A. After he gave up his work he found that he was no longer regarded as an amateur athlete.

TOUR AROUND LAKE ERIE

Three cyclists of London, Ont., William Moffatt, William McLeod and Hugh Cameron, recently made a bicycle tour which carried them around Lake Erie, the route including a side trip to Toronto from Hamilton. The cyclists covered 800 miles in the course of their journey.

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

IT was noticed that when the New England track managers visited New York for the N. C. A. meeting that one of them carried an umbrella. Must have had some rain up that way.

* * *

Clarence Carman, the Long Island paced rider, will sail for France on October 17, Clarence taking the fast-going Mauretania, of the Cunard Line. Carman is under contract at the Velodrome d'Hiver, Paris, until the latter part of February.

* * *

There should be a lot of six-day racing this winter. Two in Chicago and two in New York and probably if the riders feel like riding any more of them they can skid over to Europe and take a try at the "grinds" in Brussels and Paris.

* * *

Willie Grimm, the American amateur sprint champion, journeyed up to Nat Butler's Revere Cycle Track last Wednesday night and met Louis S. Harten, the amateur champion of New England, in a match race, and the Newark lad accounted for the event in two straight heats.

* * *

The Race Committee of the Amateur Bicycle League of America announce that all funds necessary to pay the transportation and hotel bills of the riders for the National championship on Saturday, September 16, have been received. The hotel Osborne, Pacific and Arkansas avenues, has been made the headquarters for the officials and riders.

* * *

Bobby Walthour, Sr., is still going fairly well in Germany. At the Wien track on Sunday, August 6, Walthour met Gforer and Martin in a two-heat paced race, Walthour taking the first 10 kilometers (6.2 miles) with Gforer second and Martin third. In the second heat Gforer won with Walthour second. The second heat was at twice the distance and Gforer won on the point basis.

* * *

Bob Spears, the lanky Australian, is going in great shape over in Europe. At Amsterdam, Holland, on Thursday, August 10, Bob defeated Pete Moeskops, the world's champion, and Ernest Kaufmann, and on Sunday, August 13, he met Moeskops in a match race at the same track and refeated the Hollander in two straight heats. At the latter meeting Claus Van Nek, Holland, caught Oscar Egg, the Swiss, in a pursuit race.

* * *

Caesar Moretti is now champion sprinter of Italy. Moretti, Mori and Bergamini qualified for the final at Padoue on August 16. The final was run in three matches and Moretti won all three matches with Mori finishing second in each. In a match race between the new champion and the junior and senior amateur champions held the same day Moretti won with Giorgetti second and Del Grosso third.

* * *

Willie Spencer won the American sprint championship, but it was up to the two Alfs, Goullet and Grenda to gather in the ten and 25-mile middle-distance titles. Goullet was crowned the ten-mile champion at the Providence track on Tuesday night, August 22, and Grenda accounted for the longer title the following evening at the Newark Velodrome. In the ten-mile race Willie Spencer was second and Grenda third, while in the longer race Goullet was third, Fred Hill hanging to Grenda like grim death and copping second from the ten-mile "kink."

* * *

Harry Samsky, a racing member of the Bay View Wheelmen, of Newark, N. J., was the victim of an unfortunate accident last week. Samsky was riding his bicycle near his home in Newark when he was hit by an automobile and thrown against a jitney bus. He received injuries from which he died a few hours later. Interment was at Perth Amboy, N. J., and the Bay View Wheelmen members honored him last Sunday by decorating his grave with flowers. The dead cyclist was 18 years of age and was a promising road rider. He finished second in a novice race at the Newark Velodrome two weeks ago.

* * *

The world's championship finals, both for sprinters and for pace followers, may be switched to the Copenhagen, Denmark, track. It was at first announced that the semi-finals and finals of the sprints and the 100-kilometer (62.13 miles) motor-paced final would be staged at the new Velodrome Buffalo in Paris. Later advice has it that Copenhagen has put in a strong bid for the titles and it seems to be a toss up whether Paris or Copenhagen will get them. Holland also offered to run them, but the first two appear to have the better chance of copping the title events. About the middle of September the races should be over; according to the latest news.

* * *

Feature races have been all the go up through New England this season. There have been "Golden Wheels," a "Bol d'Or" (or "Baldy Orr," as some of the fans call it), a "Record" race and several more. The original race always draws well—if it don't rain—and, of course, is good for a "revenge" race. George Wiley, who has retired, George Chapman, Vincent Madonna, Victor Linart and Clarence Carmen have won Golden Wheel races, or "revenges," while the Bol d'Or went to Chapman. Carman has finished in front in two Golden Wheels, but Clarence says he has seen nary a glance at either of the medals. T'other evening at Providence Frank Corry gathered in a "Race of Nations." That carried with it considerable "sugar" and other rewards and should be good for quite some revenge.

Firmin Lambot, winner of the great Tour of France, the 28-day road race run in that country.

* * *

At the New York Velodrome on Monday night, August 28, Frank L. Kramer, retired cyclist and temporary chairman of the Board of Control of the National Cycling Association; Charley Ertz, a former amateur champion in the L. A. W. days, and George Schofield, a tip-top amateur of other days, met just before an engagement of fisticuffs between two junior lightweights. This is the first time that the three of them had been together since they represented the East in an East versus West pursuit race on the Newby Oval at Indianapolis, Ind., back in the late 90's. The East failed to win because Schofield hit a cop that tried to cross the track. Eddie Llewellyn, Earl Peabody and a third rider, whose name could not be recalled when the trio had a impromptu reunion, won the race.

* * *

At a meeting of the National Cycling Association, held at the offices of the Cadillac Motor Company, 1881 Broadway, New York City, Monday afternoon, August 28, Frank L. Kramer, for many years champion sprinter of America, was appointed Temporary Chairman of the Board of Control of the association to fill the vacancy left by the death of Richard F. Kelsey, the incumbent for over 20 years. Kramer will take charge at once and his temporary office will probably be made permanent at the annual meeting of the cycling body which is scheduled to be held on October 16. Those present at the meeting were: Frank Mihlon, Belmar, N. J.; Inglis M. Uppercu, New York; John M. Chapman, Newark; Nat Butler, Revere, Mass.; Dr. Edison Brown, Boston; Wendell P. Murray, Boston; Charles Turville, New Bedford and Providence; Pat Logan, Worcester, and Jimmy Hunter, Philadelphia. At the next meeting of the N. C. A. it is said that a revision in the rules of cycling will be made and that the chairman's salary will be fixed, the latter to be paid out of a percentage of the gross gates of the various tracks on the circuit. Kramer has had many years of experience as a bicycle rider and should be able to handle the new position without much trouble. Conditions have cropped up in the game of late that need curbing and with the new chairman and the various track managers working in harmony to see that the game is furthered and improved there should be no doubt that the evils will be curtailed and a better and a greater game result. In addition to being chairman of the Board of Control of the N. C. A., Frank will also act as referee at the Newark Velodrome and will probably start next Sunday. He should know team work when he sees it and act, and if he does one evil will be eliminated.

Friend and Co-Worker

Tribute to the Late Richard F. Kelsey from the Intimate and Personal Side

By Robert Bruce

MEETING in mutual sorrow at the funeral of the late Richard F. Kelsey at the family home, 204 Valley Road, Montclair, N. J., on the afternoon of August 21—a perfect day, when nature seemed to have assembled all the elements for an occasion that will long be remembered—the editor of Motorcycle and Bicycle Illustrated requested me to supplement his own report by a brief sketch of our late friend and long-time co-worker. This is somewhat difficult while the shadow of bereavement is still upon the circles in which he moved; and stirring up recollections brings so many, some of them reaching far back, that both time and space seem hopelessly inadequate to do them even fair passing justice.

Mr. Kelsey belonged to the first line of pioneer cyclists, and yet did not begin his career as such—an example of how great changes have taken place within a single life span of moderate length. Born in old Bucks County (one of the three original counties of Pennsylvania laid out by William Penn, where the sturdy Quaker element still survives), he lived as a boy on the western side of the Delaware River, only a short distance from the spot where Washington crossed that stream to make the historic attack upon the British at Trenton. The environments and traditions of the locality were conducive to plain living, industry and sound thinking, all of which were life-long characteristics of the man.

His first trade, that of printer, was followed by specialization in wood engraving, a work which combined the requirements of art and patience in the highest degree. At the time he entered that field, wood engraving was at the height of its popularity, and the few who did it were craftsmen of the old school, whose illustrations gave character to the leading periodicals of from thirty to fifty years ago, which is now almost entirely lost. Proficiency in that line led to his employment for several years at Buffalo, N. Y.; but the introduction of photo-engraving so cheapened cost and lessened time that the old hand work was no longer appreciated; and most of the craft turned to other avenues of employment.

While living in Buffalo, he came into contact with prominent early cyclists, among them the late A. G. Batchelder, forming an acquaintance and friendship never interrupted until the death of the latter on May 28, 1921. Both took a prominent part in the new industry and sport, the magnitude and interest in which is scarcely known or appreciated in these days of supposedly larger things. Neither the automobile or the motorcycle—or both combined—have produced an organization equal to the L. A. W. in the palmy days. This field provided ample opening for the diversified abilities of both, and in due course they moved east.

When I first made the acquaintance of Mr. Kelsey, he was editor of the American Cyclist, Hartford, Conn.; and in the full strength of mature manhood, ruddy in complexion, optimistic, and with a very large capacity for work. He was never a rapid worker, but very methodical and painstaking; doing everything in a way that it would not have to be done over again. Anyone acquainted with his handwriting will grasp this quality from the very form and character of the letters, even if not versed in the science of chirography. His signature was an expression of the man himself and his training; and many of us will regret never being able to secure a fresh one again.

When Kelsey joined the American Automobile Association, with Batchelder, he took up the important work of editing the American Motorist, bringing to it the same care, artistic training and conscientious endeavor that he had shown in other employments, though more fixed, if anything, by the progress and discipline of the years. I have seen him spend a great deal of time, and more thought than seemed really justified, upon the "makeup" of a single article, where others would have simply "thrown it in," and left the rest to the printer. The American Motorist, even with the more abundant material since available, has never approximated what it was in his time and under his skillful hand. He would either stay in the office as long as was necessary to complete the day's work, as he thought it should be done, or else take it home and finish it there before laying it aside. He never knew anything about watching the clock—at least not for himself.

Richard F. Kelsey was one of the comparatively few men whose rule and practice it was to "transcend the letter and fulfill the spirit." His fairmindedness and personal integrity were never in question even by those who might have disagreed with him or possibly have felt his disciplining hand, as in the racing field. He was, however, a man of strong feeling; and on at least three occasions I saw his temper aroused—in each case as the result of provocations which might have driven a less well-balanced man to hurried action.

While in course of time practically all of his early cycling contemporaries gave their major attention to other fields, Mr. Kelsey carried his affiliations along with all of his other employments, and held them to the very last. Perhaps it is safe to say that his connection with it covered a longer elapsed period than any other person. It is to be hoped that some veteran of racing will continue these reminiscences of the late chairman into another chapter, beyond the personal knowledge of the present writer, so that the record on that side may be complete.

With those of us who have been privileged to visit the Montclair home in past years, there remains the pleasing picture of our genial host, brimming over with good nature even after

The late Richard F. Kelsey in his study at his Montclair home.

infirmities had begun to take hold of him. Many of us will remember with what pride he showed the visitor what he had accomplished on his little city-lot garden in the few hours available to a journalist and racing official; and with what enthusiasm he saw them transformed into delicious parts of the always-ample meal! And then, through the house there were numerous indications of the late owner's artistic tastes, particularly in rugs; it is unlikely that any specialist in the great neighboring city knew more about them than he.

We give up friend Kelsey as we gave up friend Batchelder, on the higher call. May they rest in peace! The remaining members of the two families were at the funeral. To Mrs. Kelsey and Josephine, the daughter, the world of cycling offers its most sincere sympathies in their bereavement; and will share with them to the utmost extent it can, in their irreparable loss.

YOUNG CYCLISTS BEWARE

YOUNG bicyclists should look to their laurels as Howard Stevens Baker, 51-year-old bicyclist of 177 Troup street, Rochester, N. Y., is still going strong. Baker recently completed a bicycle trip of 1,333 miles, which took him from Rochester to Portland, Me., through five states and 247 cities, villages and towns.

Mr. Baker is employed in the Rochester Department of Public Works office. He loves bicycling and every year passes his vacation on his wheel. Being only 5 feet 3 3/4 inches and weighing 95 pounds at the beginning of the trip, one would hardly believe him strong enough of undertaking such a strenuous journey. When he returned he discovered that he had gained two pounds. This was his fourth long trip. He has traveled more than 16,000 miles on long trips.

Baker has been doing athletic and gymnasium work since he was 19 years old, is of robust build and can do, or has done, virtually everything in the line of physical culture work. Constant training in the gymnasium and on the road has given him a strong, rugged body which is able to withstand considerable strain.

Last year he covered 1,185 miles, going as far as Plymouth Rock. Two years before he made trips to Boston. Last year he gained three pounds and weighed 101 pounds. The trip by wheel four years ago was the first he had taken in twenty years. His bicycle was made by Charles Lippincott, bicycle dealer of State street.

Baker this year carried an extra tire, but did not have to use it and only pumped the other two tires three times on the entire trip. He broke his seat post at Amsterdam. His equipment, consisting of sweater and tools, weighed eleven pounds.

Howard Stevens Baker, 51-year-old Rochester cyclist, who enjoys touring on his wheel

Baker had his trip planned out almost to the minute when he left Rochester on the night of July 2. He rode 200 miles, 56 of which were ridden in a rain, and reached Canajahorie, his first stop, the next night. His next jump was to Pittsfield, Mass. Rain slowed him up the next two days and he only made 101 and 61 miles each, stopping at Springfield, the third night. He continued on through Boston and reached Portland, Me., on July 8. Overnight stops were made at Bartlett, N. H. Danville and Burlington, Vt.; Moers, Wyands, Alexandria Bay and Oswego.

When he stopped at a place for the night, Baker usually rented a room at a hotel or Y. M. C. A., and in one city stayed with relatives. He was up at 5 o'clock to get an early start. The veteran athlete sought no honors, but pedaled his way merrily along the dusty gravel, dirt and macadam roads, up hills and down mountain sides for the pleasure in it. The only time he did not do any riding was when he crossed a body of water aboard a ferry at Rouses' Point. He rode in 36 miles of sand this side of Portland.

He naturally attracted attention as his sturdy legs wheeled the bicycle up the streets of the cities in which he stopped. The younger folk especially were interested and showered him with questions as "Where didja get the wheel?" "How much did it cost?" "What kind of tires do you use?" "What's doing in New York State?"

The average cost of the trip was $3.50. This year it took him 42 hours and 20 minutes to go to Boston against 43 hours and 50 minutes last year. The entire trip to Portland and back consumed 14 days. He said he visited a number of points of interest enroute.

"It was a wonderful trip," said Baker to the Rochester correspondent of the Illustrated. "Believe me, a bicycle is the only thing. Next year I am going to Chicago on my wheel."

BOB LAWSON HAS KICK

EDITOR, MOTORCYCLE AND BICYCLE ILLUSTRATED: You often hear say that one hardly ever knows what is going on close by unless he is acquainted with what is transpiring.

Clarence Wagner, of Terre Haute, Ind., is evidently bluffing when he lays claim to "breaking the coast to coast record in 28 days, 5 hours and 15 minutes." His merry claim of his wonderful achievement on a bicycle is open to dispute. We all know he started from City Hall, New York, and had escorts to the Pennsylvania borderline, but it was 13½ days before any reports appeared in the trade journals, and they indicated he would reach Los Angeles in 28 days.

Is Wagner a prognosticator? He must be! In the 13½ days that he was out he is reputed to have covered 1,773 miles, according to one paper, yet his mileage on the final report indicates 1,751 miles. For 17½ days the mileage covered was 2,305, yet his final report shows 2,216 miles. How come!

Again Wagner appears to be bulldozing somebody when he says he finished the long grind in 355 hours, whereas I have carefully checked up his final report and the riding hours show 418 with 15 minutes additional. Moreover, the trip, according to my calculating, took 29 days.

Will Wagner answer this letter through your worthy columns for the benefit of those interested in his dash across the continent?

Yours truly,
BOB LAWSON,

164 W. 64th Street, New York City,
August 22, 1922.

MINCER TAKES A. B. L. TITLE

BOBBY MINCER won the Amateur Bicycle League of America championship of Florida with 17 points. Anton Brice was second with 16, while Marion Hewitt finished third with 12. The junior title went to Ralph Kettler with 18 points. Falkenberry had ten and Penny nine.

In the five-mile unpaced race on Sunday, August 27, Mincer did 12.59; Hewitt, 13:15; Brice, 13:45. Mincer, Brice, Hewitt was the way the mile race finished. Falkenberry did 2:20 in the mile unpaced for the juniors, Kettler was timed in 2:22 and Penny in 2:30.

All Set *for* A. B. L. Title Races

ANNOUNCEMENT was made today by the officials of the Amateur Bicycle League of America, Inc., that practically all arrangements have been completed for the National Junior and Senior amateur championship races slated for September 16th at Atlantic City. Riders from 32 states have already sent in their entries, each having won the championship laurels of their respective states in competition against a large field of riders gathered from various points within the different states.

Since assuming control of road racing through its agreement with the National Cycling Association, the new league has met with wonderful success in stimulating activities among the amateur bicycle riders of the country. Organizing in December, 1920, with ten charter members, cycling and athletic clubs around the Metropolitan District of New York City, the League now claims to have 45 member organizations in more than 25 states and is continually receiving applications for membership. Recently the thousand mark in registered riders was passed and when the final reports from each of the states that held elimination races are received, it is believed that figure will be increased considerably.

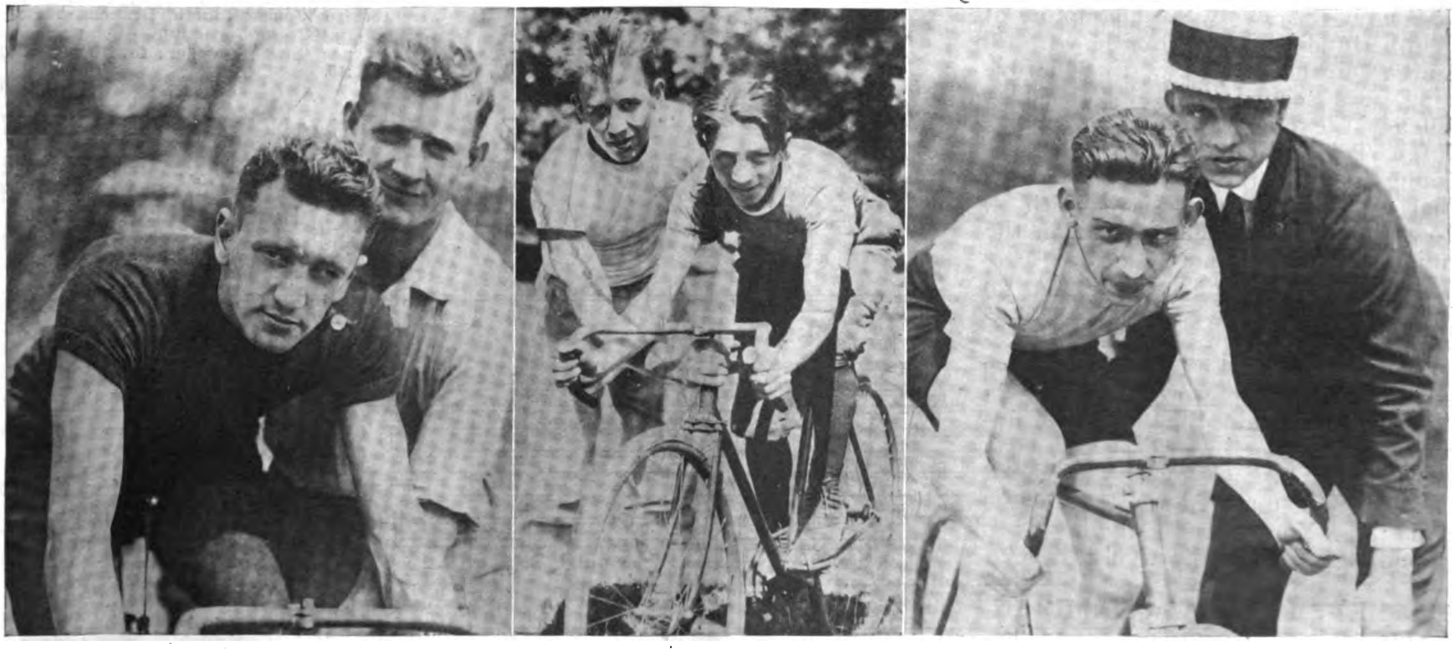
All railroad and hotel expenses of the riders participating in the Atlantic City races will be borne by the League and each rider will be presented with his state championship medal at a banquet to be held immediately after the races. The jewelled national championship medals will also be awarded to the winners in addition to the handsome silver trophies to be presented by the New Departure Mfg. Company and the B. F. Goodrich Rubber Company. The medals and trophies will be on display at the National Bicycle and Accessory Show on the Garden Pier, Atlantic City, from Sept. 13th to 16th. To Mayor Bader of Atlantic City will be delegated the honor of presenting the winners with their various trophies.

NEW DEPARTURE TROPHY
NATIONAL SENIOR
AMATEUR ROAD CHAMPIONSHIP
AMATEUR BICYCLE LEAGUE OF AMERICA
ATLANTIC CITY, N.J. SEPT 16, 1922
WON BY

The New Departure cup that goes to the winner of the Senior title at Atlantic City.

Among the riders competing this year in the senior event who also rode in last year's races at Washington, are Alfred Casebar of Indianapolis and J. Gregory Flatow of Washington, D C. Noteworthy among the field this year will be Al Hartung of Milwaukee, a 42-year-old veteran, who recently defeated Wisconsin's best riders in a spirited contest. Hartung finished fourth in the 100-mile Milwaukee-Chicago road race Decoration Day with a handicap of only 15 minutes when the record for the century mark was shattered by approximately 35 minutes

New York's representative will be George Hess, of the Empire City Wheelmen of Brooklyn, who is now riding in his first year of competition and on August 20 lowered the American half-mile road record by 6 seconds. Carl Hambacher, the popular Newark, N. J. lad, a member of the Bay View Wheelmen of that city, who has been riding the Newark and New York Velodrome tracks, will represent New Jersey. He defeated a field of 135 riders during a series of elimination road races recently held at Bayone. Illinois will have Walter Witske, a speedy member of the Alvernon A. A., Chicago, represent it. Some of the other riders will be J. Rosenthal of the Brooklawn Wheel Club, Bridgeport, Conn.; R. Gibson, unattached, Arkansas; Ben Covey of Denver will represent Colorado in the Junior and James Simons, Jr., of the same city, will ride in the Senior event. J. Christopher, of Gedsen, will represent Alabama in the senior races Earl Boone, a newcomer, will ride for Maryland, and Bobby Mincer, senior, and R. Kettler,



With the A. B. L. riders in the trials and finals. Left, Joe Schaef er, of the Acme Wheelmen; center, F. Lauria, a Junior; right, Bert Marquard, C. R. C. A.

junior, both of Miami, Florida, will compete for Florida.

Reports from many states covering the final events are awaited and according to the interest and enthusiasm being stirred up it is believed the National championship races will be the biggest amateur cycling event of its kind ever held in the United States.

Up to date the headquarters of the Amateur Bicycle League of America received the finals from the following States with their riders:

SENIOR

State	Rider
Arkansas	Richard Gibson
California	Steve O'Connor
Connecticut	Jos. Rosenthal
Colorado	Ben Covey
Florida	Bobby Mincer
Illinois	Walter Witzke
Indiana	Alfred Caseber
Iowa	Russell Lange
Maryland	Earle Boone
Michigan	Allen Eichenberg
Missouri	Edward Conrad
New Jersey	Carl Hambacher
New York	George Hess
Ohio	Ralph Hundley
Texas	J. C. Barnett
Wisconsin	Alfred Hartung
Dist. of Columbia	J. Gregory Flatow

JUNIOR

State	Rider
Dist. of Columbia	Charles Smithson
Florida	Ralph Kettler
Maryland	Ray Lohr
New Jersey	Joe Luby
Michigan	Howard Jaehning
New York	Charles Garin, Jr.
Ohio	Howard McClellan
Indiana	Edsell Sears
Texas	George Howe
Colorado	Jos. Simons

RALPH HUNDLEY OHIO CHAMP

RALPH HUNDLEY, of Toledo, is now the A. B. L. champion of Ohio. Hundley won the title with 20 points. Francis Easton, of Bellefontaine, was second with 15; Charles Scheuer, Cleveland, third with 7; Fritz Nofen, Toledo, fourth with 6; Robert Young, Chillicothe, fifth with 5; Charles Roth, Dayton, sixth with 4. Howard McClellan, Fostoria, won the junior title with 15 points.

Hundley won the quarter-mile on Sunday, August 27, when the series wound up at Toledo. Easton was second and Roth third. Hundley, Easton and Scheuer was the order of finish in the third-mile and the half-mile finished in the same order. Easton took the mile from Hundley and Scheuer. The five-mile unpaced went to Nofen in 12:16. Young and Hundley ran second and third, respectively.

BARNETT IS TEXAS CHAMPION

J. C. Barnett, 23 points, won the Amateur Bicycle League of America championship of Texas, the final races being held at Dallas on Sunday, August 27. Orrin Pilkey, 11; Herbert Hempill, 10; Tom Pilkey, 10. Herbert Hempill won the tie in three-mile race. In the Junior class George Howe won with 20 points to 11 for Junius Harris and 9 for John Harris. The Star club won the series and the boys are surely coming to Atlantic City.

Alfred Caseber, Indianapolis, who won the A. B. L. championship of Indiana

O'CONNOR ALMOST PERFECT

WITH 24 points out of a possible 25, Steve O'Connor, of the New Century Wheelmen, of San Francisco, won the Amateur Bicycle League of America championship of California at San Jose, Sunday, August 27. O'Connor will represent the State at Atlantic City on September 16.

Earle Boone, Baltimore, state champion of Maryland

Riders from the Garden City Wheelmen, of San Jose; New Century Wheelmen, Fresno, Turlook, Long Beach and other points competed. The final scoring in the five races, four sprints and the unpaced event at five miles, were: O'Connor, 24; George Veit, Garden City Wheelmen, 9; M. McCoy, San Jose, 5; Charles Moe, San Francisco, 4; A. Drysdale, 4; N. Hill, San Jose, 4; M. Sousa, Long Beach, 2.

The racing was ably handled by J. A. Desimone, timer; T. W. Montague, referee; Ed Barnes, starter, and B. F. Walker, R. F. Gallison, Frank Drury, E. H. Gillette and R. D. Callison, judges.

FLATOW BEST IN CAPITAL

J. G. FLATOW was the leading point scorer in the bicycle races held on the Potomac track, Washington, D. C., August 20, totaling 23 points to that of 15 earned by his nearest competitor, M. H. Sencindiver. C. L. Payne won third honors with 7 points. In the junior championship events Smithson starred, being credited with 18 points; Neal, 13, and Allison, 9, ranking respectively. In the championship senior events J. G. Flatow won every event but the one-third of a mile event, which went to Sencindiver. Flatow lost to Sencindiver by a very scant margin, the former getting a poor start. The results:

District championship, one-third mile—Won by Sencindiver; second, Flatow; third, Jones; fourth, Payne. Time, 44 seconds.

One-fourth of a mile race—Won by Flatow; second, Sencindiver; third, Branch; fourth, Jones. Time, 34 seconds.

One-half mile—Won by Flatow; second, Sencindiver; third, Payne; fourth, Jones. Time, 1:5.

One mile—Won by Flatow; second. Sencindiver; third, Jones; fourth, Branch. Time, 2:10.

Five miles (unpaced)—Won by Flatow; second, Payne; third, Snowfier; fourth, Sencindiver. Time, 12:15.

SELIGMAN WINS AT BUFFALO

FRED SELIGMAN was in form in the races held on the Humboldt Parkway, Buffalo, N. Y., August 26. Seligman won the two-mile handicap from scratch. Allie Krushel was second from 55 yards, and P. C. Rott, 30 yards, was third. C. M. Hann, 65 yards, beat Carl Smith, 10 yards, for fourth. A. Heinz won a mile race for boys under 15 years of age, Heinz leading F. J. O'Connor and T. Zawadski home in that order.

Carl Smith accounted for the miss-and-out race, which was marred by a spill in which Seligman and Willie Krushel went down. A. E. Wahl was second and Wille Krushel, who remounted, ran third. A boys' coaster wagon race went to Elmer Logel, who beat Fred Gehring.

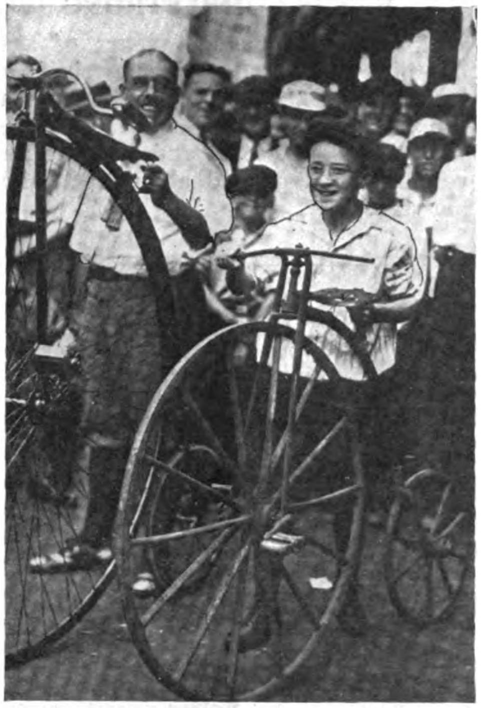
Toledo dealers with Fred St. Onge. Left to right—O. S. Hitchcock, H. E. Stout, Wally Stuart, George Smelzer, George Smelzer, Jr., A. A. Rivers, E. R. Leonard. Next to the dealers are three old-timers, left to right—E. J. Northup, John H. Hunter and James Valdare.

Toledo Blade Sharpens Cycle Business

THE Toledo Blade, probably the most influential paper in the state of Ohio, gave Fred St. Onge and the bicycle just 170 inches of free publicity, and all on the front page, last week to put over the biggest cycling parade held there in years. What might have been a huge success as far as numbers are concerned was halted by a rain storm that broke over the city two hours before the time of starting. The ride started from the Armory and through the courtesy of officials the riders assembled inside the building to enjoy the demonstration originally carded for Scott Field.

Two hundred riders and an audience of equally as many more watched the demonstration and distribution of prizes to those with decorated wheels, neat lady riders, oldest riders, youngest riders, Boy Scouts and funny fellows. The heavy rain did not dampen the enthusiasm of the riders and after it ceased the parade around the city was held, the riders returning to the Armory for refreshments. Some 300 people were waiting at Scott Field for the riders and it was predicted had the ride been held under suitable weather conditions over 600 would have been in line.

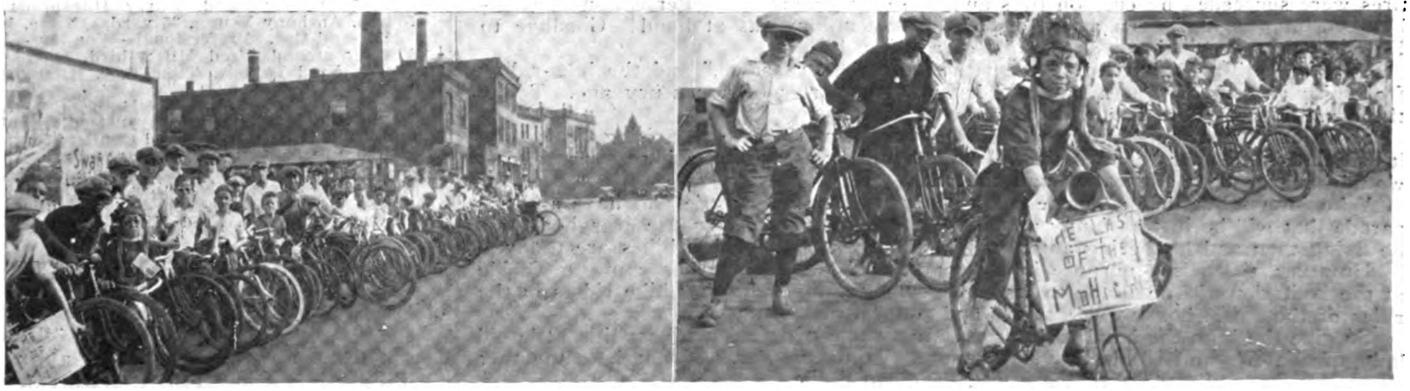
John H. Hunter, a centurian, was among the riders. Mr. Hunter proudly displayed 242 gold century Bars and his veteran L. A. W. pin together with his official Century Road Club of America button. Mr. Hunter came out just to be with the boys again and enjoyed the ride just like in the "Good Old Days." It was a revelation to the youngsters in line to see Mr. Hunter wearing his bicycle suit and stockings that he wore 27 years ago. John H. is now 65 years old and he told the crowd what the bicycle meant to him in life. This was a wonderful lesson in itself Another rider St. Onge took great pride in introducing to the crowd was James Valdare, one of the first trick and fancy riders of the country. Jimmie has just passed his thirty-third year as a performer on the bicycle and he brought along his trick wheel to entertain the boys. Valdare has just returned from a trip to South Africa. Valdare may be seen at the coming Atlantic City convention.



The wooden wheel on the right was purchased by ex-President Rutherford B. Hayes years ago for his son, Scott Hayes. It was brought out for exhibition by A. A. Rivers of the Toledo Rubber Co.

E. J. Northup was the oldest rider in line, he being 68 years, and Charles Wines was the youngest rider, 7 years of age. The decorated wheels were numerous. Nearly every dealer in the city rode a bicycle. Wally Stuart did some fine work with his sidecar outfit carrying the souvenirs, etc. The prize list consisted of 15 articles in all headed by a new bicycle contributed by the Gendron Wheel Co.

Blauvelt and Stuart, C. L. Frank,


THE LAST OF THE MOHICANS

Some of the decorated wheels and funny fellows with St. Onge at Toledo.

Gendron Wheel Co., Glynn Bros., O. S. Hitchcock, E. A. Kennedy, E. R. Leonard, A. F. Shea, George Smelzinger, H. E. Stout, Toledo Rubber Co., Union Supply Co. and Walker Cycle & Supply Co. were the dealers who were responsible for a full page of advertising in the Toledo Blade. A meeting of the dealers was held on Monday night at the headquarters of the Blauvelt & Stuart Co. over $300 was appropriated for this by the above dealers.

D. Sheridan Coughlin, of Morrow, and W. E. Rogers, of New Departure, were on the job from start to finish and put over some fine work for their respective houses. Toledo is a fine city for cycling, and it is to be hoped the dealers will follow up the work of St. Onge there.

BOYS TAKE TO TOURING

WITH Birmingham, Ala., boys enjoying a brief vacation from their school work bicycle trips are very popular, especially among Boy Scouts. Francis Abbott, Charles Bilbe, Bob McCarthy, Lester Alvis and Jack McCarty took a cycle trip to Jackson, Miss. They made the trip in four days at the rate of 80 miles a day, stopping overnight on the way.

The boys received something different from "camping out" when they reached Jackson, as the father of Alvis owns the Hotel Heidelberg. Consequently, they had good things to eat and white sheets to sleep between. The trip was sponsored by the Hickman Cycle Company.

Two other Birmingham boys recently returned from a bicycle trip to Livingston, Ky. They are Forest Carlyle and Vinson Arnold. Leaving from the store of the Horton & Biddle Cycle Company they negotiated the 675 miles up in 12 days. They experienced only one puncture on the round trip.

Otis C. Foster, of the Hickman Cycle Company, who formerly performed at the Newark Velodrome, states that he never saw more interest in bicycling. As a consequence of the vacation fad the cycle business there is especially good in spite of the strikes.

VET IS GOING STRONG

N. J. Waterbury, 74 years of age, has just completed a bicycle trip from Lancaster, O., where he is a farmer at the State Industrial School for Boys. He rode to St. Louis and Chicago and return and averaged about 100 miles per day.

An Echo of the Past

FOR a brief hour, on Friday afternoon, the motoring, honking rubber-tired steed of the present day will draw to one side and, figuratively speaking, take hat while there passes by on the downtown streets of Toledo an odd procession of rubber-tired steeds of a quarter of a century ago—the old-time bike parade, arranged by The Blade, headed by that pioneer, daredevil, other-day racing fiend, Fred St. Onge, perched on a funny high wheel and attracting even more attention than he used to years ago when he rolled down the boulevard, cynosure of all eyes, the Ralph de Palma of his day.

For the old timers of Toledo the years will be rolled back and for the moment they will be living in the halcyon days when gas chariots were unknown, when the zenith of swift and popular locomotion was thought to have been reached in the wonderful safety bicycle and every town and city in the country had its annual bicycle pageant.

Women riders wore bloomers, which created as much excitement, caused as much comment as do the flapper's short skirts today; when men rode miles to their work wearing knickerbockers and loud Scotch woolen hosiery. Bicycle clubs were thicker than warts on a pickle and each club made its run on Sunday to some neighboring town or resort.

The high wheel with its hard rubber tire came first and it was a positive sensation—a knock-out, so to speak. People gazed upon the amazing thing in awe and bowed to the wizard who could pilot one of the contraptions. Hardly had they quit wondering when that newer vehicle, the safety bicycle appeared. Hard rubber tires were succeeded by cushion tires and these by pneumatics. Perfection in whizbang locomotion had been attained and the millennium was at hand! Goodbye to Dobbin, with everybody on the saddle of a safety bike!

Then something happened. It was the "horseless carriage," and the bike-riding fraternity was thrown in a panic. That was a quarter of a century ago. Today there are more autos than ever there were bikes.

So to Old Timer the parade will bring back memories; to the rising generation it will furnish a spectacle which will amuse and bring smiles, where years ago it would have brought admiration and cheers.

Who knows but that a quarter of a century hence The Blade will have an auto parade that will be just as funny as will be the bike pageant, because everybody will be flying then and lumbering autos will be the relic that wobbly bikes are today.

However, there is a purpose in this parade. Mr. St. Onge has come to Toledo at the invitation of The Blade to instruct youngsters and all other bike riders in the rules of the road—how to ride safely and properly on a bicycle.

So give the bike the hand it deserves. In an age of speed madness this little old lady of the 80's and 90s is bravely trying to hold her own and not be altogether eliminated in the "survival of the fittest."—Toledo Blade.

LONG TITLE TO TALL LAD

THE feature race at the Newark Velodrome on Wednesday evening, August 23, was the 25-mile National middle-distance championship for the professional sprinters. The event was paced and out of the field of over 40 riders only eight survived at sprinting time. Alfred Grenda, the tall Tasmanian, won the long race from Fred Hill, Alfred Goullet, Cecil Walker, Reggie McNamara, Aleck McBeath and John Bedell. The time was 52:21 3-5.

Jackie Clark, the former "Rocket," came back into favor with the Newark fans when he won the two-third-mile handicap for the professionals. Jackie enjoyed a handicap of 55 yards, but he showed a good sprint and won handily from a good field of qualifiers. The pro. miss-and-out race went to Anthony Young.

Three match races were also scheduled. Alfred Goullet copped the first match against Bobby Walthour, Jr., Goullet taking the event in two straight heats. Orlando Piani and Art Spencer met in a match race. Piani won the first and Spencer won the second and third heats, but as Art was disqualified for switching in the third heat Piani was given the heat and that carried with it the match.

A team match saw Hans Ohrt and Francesco Verri meet Eddie Madden and Harry Kaiser. Kaiser and Madden won the initial session, while Verri and Ohrt won the second. In the third Ohrt led with Verri on. Madden came up on the outside of Verri to hold him in and rode the Italian too close. In the turn before the backstretch Ohrt swung up to let Verri through. The Italian started for home in high, but Kaiser came along and nipped Verri. The referee disqualified the Madden-Kaiser team for Madden's close riding of Verri. Summaries:

Half-mile Handicap, Amateur—Won by E. C. Bendi, 15 yards; second, Louis Benesatti, 50 yards; third, Mike Dolan, 65 yards; fourth, Mike Ulrich, 65 yards. Time, 55⅗ seconds.

Two-mile Open, Amateur—Won by Fred Spencer; second, Elmer Bundt; third, E. C. Bendi; fourth, Sam Gastman. Time, 4:02⅕.

One-Mile Consolation, Amateur—Won by John Patrick; second, Michael Rajoppi; third, Felix Patti; fourth, George Lucadema. Time, 2:08⅗.

Two-Third-Mile Handicap, Professional—Won by Jackie Clark, 55 yards; second, Morence Declerk, 75 yards; third, Harry Horan, 50 yards; fourth, Anthony Young, 35 yards. Time, 1:14⅗.

Miss-and-Out, Professional—Won by Anthony Young; second, Fred Hill; third, David Lands; fourth, Fred Taylor. Time, 6:50. Distance, 3 1-3 miles.

Twenty-Five-Mile Middle Distance Sprint, American Championship—Won by Alfred Grenda; second, Fred Hill; third, Alfred Goullet; fourth, Cecil Walker; fifth, Reggie McNamara; sixth, Aleck McBeath; seventh, John Bedell. Time, 52:21⅗. Intermediate prizes: Five miles, Charles Jaeger; 10 miles, Bobby Walthour, Jr.; 15 miles, Lloyd Thomas; 20 miles, Fred Hill.

A HARE AND HOUND CHASE

The Dallas, Tex., Co-operative Bicycle Club will hold a hare and hound chase on bicycles on Labor Day. Twenty prizes will go to the lucky riders.

TIE IN TEAM RACE

A LARGE turnout at the New York Velodrome on Friday night, August 25, witnessed a fine two-hour hour team race. Nineteen teams started, but a number of them fell by the wayside before the finish. The conditions of the race called for a sprint at each two miles, and in all there were 27 sprints, as the riders covered 54 miles in the two hours, while the first hour saw them score 27 1-3 miles.

The race narrowed down to a battle between Alfred Grenda and Reggie McNamara and Alfred Goullet and Aleck McBeath and competition was so keen that the two teams finished up with a tie, each pair scoring a total of 68 points. Clif Papworth and Cecil Walker finished third with 46 points, and Anthony Young and David Lands landed fourth with four points less.

The first four teams scored in each sprint. Seven points went to first, three to second, two for third and one for fourth. The last sprint counted 25 points for first, 15 for second, 10 for third and 5 for fourth. Up to the last sprint Goullet and McBeath had 63 points to 58 for McNamara and Grenda. Harry Horan won the last sprint from Lloyd Thomas, McNamara and Goullet in that order. McNamara with his ten points brought his team up to 68 points and Goullet's five also made 68 for the Goullet-McBeath pair.

Out of the 27 sprints Grenda won 3; Charley Jaeger, 3; Willie Coburn, 1; Cecil Walker, 4; Anthony Young, 4; Goullet, 4; Lands, 1; McNamara, 1; Thomas, 1; McBeath, 2; Horan, 1; Joe Kopsky, 1; and Tom Bello, 1. The order of finish in each of the 27 sprints follows:

Miles.
2—Jaeger, McNamara, Young, Hill.
4—Coburn, Horan, Grenda, Walthour.
6—Walker, McBeath, Madden, Eaton.
8—Grenda, Hanley, Lands, Walthour.
10—Young, Hill, McBeath, Walker.
12—Goullet, Kaiser, Papworth, Walthour.
14—Jaeger, Weber, Osterritter, Drobach.
16—Goullet, Walthour, Papworth, W. Spencer.
18—C. Walker, McNamara, Madden, Eaton.
20—Grenda, Hanley, Taylor, Goullet.
22—Young, Hill, Walker, McBeath.
24—Jaeger, Lands, Coburn, Papworth.
26—Lands, Goullet, C. Walker, Hill.
28—McNamara, Hanley, McBeath, Jaeger.
30—Thomas, Grenda, Hill, McBeath.
32—C. Walker, McNamara, Hanley, Goullet.
34—McBeath, Grenda, Papworth, Hill.
36—Kopsky, McNamara, Madden, Thomas.
38—Bello, Grenda, McBeath, Hill.
40—Goullet, McNamara, Thomas, Coburn.
42—McBeath, C. Walker, Kaiser, Grenda.
44—Young, Hill, Thomas, Papworth.
46—Grenda, Hanley, McBeath, Kaiser.
48—Goullet, McNamara, Papworth.
50—C. Walker, Lawrence, McBeath, Kaiser.
52—Young, Hill, Bello, McBeath.
54—Horan, Thomas, McNamara, Goullet.

In the final tabulation Horan and Fred Weber had 31 points; Hanley and Hill and Thomas and Lawrence, 30 each; and Kopsky and Bello, 16.

Before the start of the two-hour team race the professionals engaged in a lap trial for the sixth-mile track mark of Frank Kramer, who did 16 seconds the night he made his farewell appearance. Alfred Grenda did 16 seconds and tied Kramer's mark, while Arthur and Willie Spencer, Orlando Piani and Cecil Walker tied with 16 1-5 seconds. Fred Spencer, the Plainfield amateur, copped both races in his class. Summaries:

Half-Mile Handicap, Amateur—Won by Fred Spencer, scratch; second, Earl Adams, 35 yards; third, E. C. Bendi, 10 yards; fourth, Charles Cavadore, 75 yards. Time, 56 3-5 seconds.

Two-Mile Open, Amateur—Won by Fred Spencer; second, Anthony Beckman; third, E. C. Bendi; fourth, Elmer Bundt. Time, 4:09 1-5.

CLOSE RACE FOR POINTS

ONLY four and a half points separate the three leaders in the paced table this week. Clarence Carman, the leader, has 135½ points to his credit, while Victor Linart, second man, has 132, Linart being one point in advance of Paced Champion George Chapman. The standing up to August 26 is as follows:

Rider	1st	2d	3d	4th	Pts.
Clarence Carman**	17	10½	6	6	135½
Victor Linart*	15½	12	7	3	132
George Chapman	18	9	7	0	131
Vincent Madonna**	12	13½	6	2	115½
Frank Corry*	7½	15	5	1	95
Jules Miquel	9	7	10	7	93
George Wiley	7	9	9	5	83
Charles Verkeyn	6	3	10	3	58
Frank Keenan	5	2	3	4	41
George Seres	2	5	3	1	32
Vincent Markey	3	3	3	2	32
Larry Gaffney	3	2	1	2	25
Jackie Clark	0	5	4	2	25
Brask Andersen	2	1	3	4	23
Willie Appelhans	1	4	2	2	23
Geo. Colombatto	1	2	4	4	23
Percy Lawrence	2	2	2	0	20
Willie Keller	2	2	1	1	19
Ralph Spiers	1	2	1	1	14
Worth Mitten	0	2	2	3	13
Luigi Marcella	1	1	0	1	9
Archie Villa	0	2	1	0	8
Joe Mitola	0	1	1	0	5
Manuel Nunes	1	0	0	0	5
Willie Upton	0	0	1	0	2
Louis Gilson	0	0	1	0	2
Humbert Norantonio	0	0	1	0	2
Rudolph Blomstrom	0	0	0	1	1

Points: First, 5; second, 3; third, 2; fourth, 1.

*Linart and Corry rode to a tie at New Bedford, May 29. Points for first and second (8) were divided between them.

**Carman and Madonna tied for second at New York, Aug. 18. Points for second and third (5) were divided between them.

Felix Patti, the New York amateur, who has taken to paced riding.

JUDGES GET THE RAZZ

THE judges at the New York Velodrome were initiated into the "Order of the Razzberry" on Tuesday night, August 29. The initiation came as a result of the finish of the fourth heat of a triple-cornered match race between Alfred Grenda, Alfred Goullet and Orlando Piani. Each had won a heat and as the conditions called for the winner to take two heats there was keen anxiety on the part of the fans when the final heat was run.

The fourth heat saw Piani lead Goullet into the home stretch with the latter coming strong. To many at the tape it seemed as though the Italian got the race, but Goullet was given the heat, which caused some booing.

The paced race on the program was an hour affair called the "Race of Nations," and like the League of Nations it was troublesome. Clarence Carman, America; Victor Linart, Belgium; Charles Verkeyn, Belgium; Jules Miquel, France, and George Colombatto, Italy, were starters. Colombatto started very well, but after he had gone a few miles George started to get trouble. He complained of tire and wheel trouble and changed bicycles twice.

George was not the only one to encounter trouble. All the other riders had to change either from tire trouble or loosened handlebars or just plain fatigue, mostly the latter. Carman took the lead shortly after Colombatto had hoisted the white flag and Carman's boosters threw a few groans away when he punctured at about 23 miles. Linart then assumed the lead and was going well when he encountered handlebar trouble and had to get off to search for a wrench. It took Linert longer to apply the wrench than it did for Carman to change wheels and as a result Victor was chalked up with the loss of more ground than was Clarence. Miquel and Verkeyn also encountered trouble and they, too, got off to change bicycles. At one time Miquel not only punctured his bicycle, but also his temper.

Carman won the race with Linart in second position. Verkeyn was third and Miquel fourth. Colombatto was still going when the race finished and he was given fifth. In the hour Carman covered 39 miles and 1,700 yards.

Summaries:

One-Mile Novice—Won by Jack Silver; second, John Becker. Time, 2:17⅕.

Two-Third-Mile Handicap, Amateur—Won by Louis Benezatti, 25 yards; second, Sam Gastman, 35 yards; third, E. C. Bendi, 10 yards; fourth, William Mollica, 75 yards. Time, 1:17⅖.

Two-Mile Open, Amateur—Won by Fred Spencer; second, Elmer Bundt; third, E. C. Bendi; fourth, Roy Mobeck. Time, 4:04.

One-Mile Handicap, Professional—Won by Jackie Clark, 50 yards; second, Reggie McNamara, scratch; third, Charles Jaeger, 110 yards; fourth, Peter Drobach, 76 yards. Time, 1:55.

Miss-and-Out, Professional—Won by Cecil Walker; second, Willie Hanley; third, Reggie McNamara; fourth, Anthony Young. Time, 6:45. Distance, 3 1-3 miles.

CHAPMAN COPS GOLDEN WHEEL

Worcester, Mass.—Despite the autumn chill in the air, the largest crowd ever at the Worcester track—more than 7,000 enthusiastic spectators there were—turned out for the Golden Wheel event Monday night, August 21, and saw George Chapman win over Vincent Madonna, Clarence Carman and Victor Linart, who finished in the order named.

The race was over the 50-mile journey and Chapman's time was one hour, 50 minutes and 25 seconds. He was a mile and half-lap ahead of Madonna, two miles and five laps in advance of Carman and three miles and six laps ahead of Linart.

It was a great race for 22 miles and a bit more. Madonna had flashed ahead at the start and retained his lead until during that twenty-second mile. Linart was lapped early by the Italian, who was threatening again and again to lap Carman also, but the latter fought him off in thrilling fashion. A desperate effort to go by the red-jerseyed Clarence proved Madonna's undoing, as, while he was taking it easy after his thrilling spurt, Chapman crept upon him, forced him to lose his pace in a frenzied attempt to hold the lead, and then sped by him, no more to be headed.

After Chappy had gone out in front, the other three encountered pacing and tire trouble at intervals, the result being that the popular George kept gradually increasing his lead until naught but the direst of disaster could rob him of victory.

After he had crossed the finish line, Chapman was presented with a beautiful Golden Wheel medal and a huge bouquet of flowers, the gifts of Manager Pat Logan. Miss Anna Crotty, one of Worcester's fair daughters, made the presentation, amid the plaudits of the noisy thousands. It was a popular win, this great performance of the American champ. Summaries:

Five-mile Open Amateur—Won by Charles Levine; second. Malcolm Wallace; third, Shep Richmond. Time, 11:04 1-5.

Five-mile Open, Professional—Won by Archie MacDonald; second, Nelson MacKenzie; third, Leo Magoli; fourth, William Cupit; fifth, Ralph Spiers. Time, 11:18 1-5.

Four-lap Handicap, Professional—Won by J. B. Rollins, 105 yards; second, Tim Connolly, 100 yards; third John Gallo, 95 yards; fourth, Denny Connolly, 110 yards. Time, 1:02.

50-mile Motor Paced Match—Won by George Chapman; second, Vincent Madonna; third, Clarence Carman; fourth, Victor Linart. Time, 1 hour, 12 min., 35 sec.

KEENAN WINS PACED RACE

New Bedford, Mass.—Frank Keenan, of Revere, won the 35-mile "Standard Mercury Sweepstake Revenge," a race named after the local paper, at the Cycledrome on Thursday evening, August 17. Willie Keller, Newark, was second; Vincent Markey, Passaic, was third, and Worth Mitten, Davenport, Ia., was fourth. The time was 53:09 2-5. Summaries:

Half-Mile Handicap, Amateur—Won by Dan Pischione, 30 yards; second, Charles Cavanaugh, 75 yards; third, V. Pischione, 15 yards; fourth, Frank Franzini, 25 yards. Time, 58 seconds.

One-Mile Open, Amateur—Won by L. D. Harten; second, Albert Crossley, Jr; third, Romeo Goddu; fourth, Roland Sevigny. Time, 2:11.

One-Mile Handicap, Professional—Won by Fred Jarvis, 80 yards; second, Joe Mittola, 105 yards; third, Frank Depanni, scratch; fourth, Willie Upton, 55 yards. Time, 1:55 2-5.

Three-Mile Record Race,. Professional—Won by Tom Fitzsimmons; second, Humbert Norantonio; third, Frank Depanni; fourth, Archie Villa. Time, 6:05 2-5.

GAFFNEY WINS AT REVERE

Revere, Mass.—Larry Gaffney, the Brooklyn paced rider, captured the 30-mile junior motor-paced race at the Revere Cycle Track, Wednesday evening, August 23. The Revere fans were treated to 30 miles of thrills as the first three men, Gaffney, Frank Keenan, who was second, and Vincent Markey, of Passaic, N. J., who was third, were separated at the finish by less than a half-lap. Ralph Spiers, the localite, and Willie Keller, Newark, were fourth and fifth, respectively. The time was 43:09.

Willie Grimm, the American sprint champion among the amateurs, met Louis S. Harten, the New England sprint chapion for the same class, in a match race, and Grimm won in two straight heats. Summaries:

Half-mile Handicap, Amateur—Won by Alfred Keith, 80 yards; second, Joe Sumack, 95 yards; third, Harold Jones, 110 yards; fourth, W. H. Robertson, 85 yards. Time, 53 seconds.

Unknown Distance Race, Amateur—Won by Frank Hughes; second, Charles McDonald; third, Joe Reni; fourth, Frank Logan. Time, 2:50 1-5. Distance, 1 1-6 miles.

Half-mile Repechage Handicap, Professional—Won by Walter McKenzie, 95 yards; second, Fred McKenzie, 45 yards; third, John Barry, 120 yards; fourth, Tom Connolly, 105 yards. Time, 54 1-5 seconds.

Five-mile Open, Professional—Won by Frank Cavanagh; second, Tommy Grimm; third, Fred McKenzie; fourth, Nelson McKenzie. Time, 11:40 4-5.

Team Pursuit Race, Professional—Won by Archie McDonald, John Gallo and Leo Maggoli; second, John Barry, Willie Cupit and Tom Connolly. Time, 6:23 2-5. Distance, 2 5-6 miles.

SPILL IN WORCESTER RACE

Worcester, Mass.—Only good fortune prevented Willie Kellar from receiving serious injuries at the Worcester track, Thursday night, August 24, when he and Pacemaker Frank Jeehan figured in a spill that occurred shortly after the start of a 30-mile motor-paced race, won by Vincent Markey. Nap Morin, pacing Kellar, cut in too sharply to pass Jeehan, who was pacing Ralph Spiers. Kellar was carried off the track evidently badly hurt but examination disclosed no greater casualty than a broken toe. Jeehan was uninjured.

Lawrence Gaffney, who finished second to Markey, made a noble effort to win but lost his pace in a desperate spurt during the last mile. As it was, he finished but a scant third of a lap in arrears. Spiers, who showed great flashes of speed periodically, was handicapped by his inexperience at the pace-following game. He was only three-quarters of a lap behind the winner at the windup. Markey's time was 44:39 1-5.

Willie Grimm of Newark, N. J., national amateur sprint champion, won the special alternate heat race, in which the other competitors were Malcolm Wallace and Charlie Levine, the cream of the Worcester County amateurs. Grimm secured 11 points to five for Wallace and none for Levine.

Frank Cavanagh was the victor in an interesting miss-and-out race for professionals. "Cav" also took first honors in the professional one-mile handicap. Summary:

One-Mile Handicap, Professional — Won by Frank Cavanagh, scratch; second, Tom Grimm, 70 yards; third, Tim Sullivan, 50 yards; fourth, William Cupit, Boston, 40 yards. Time, 1:59 1-5.

Five-Mile Open, Amateur—Won by Walter Greenquist; second, George Milton; third, Tom Logan; fourth, George Rhodes. Time, 11:53 1-5.

Miss-and-Out, Professional — Won by Frank Cavanagh; second, Tom Grimm; Third, Tim Sullivan; fourth, Nelson MacKenzie. Distance, 2 5-7 miles. Time, 6:11.

Special Sprint Race. 4 laps and one mile—Won by Willie Grimm, Newark; Mal Wallace, Marlboro, second; Charles Levine, Worcester, third.

RAIN STOPS PACED RACE

Philadelphia, Pa.—Rain caused a halt in the racing at the Point Breeze Velodrome, Thursday, August 24. Vincent Madonna and Clarence Carman were to have decided a match race, but rain stopped the race after they had gone about nine miles. Orlando Piani, the Italian, met Willie Spencer, the American champion, in a match, but only one heat had been run, the Italian winning, when rain scattered the spectators. Frank Harris won the half-mile Class B handicap from George Patterson, George Gergley and Tony Giacoma.

MIXED CARD AT PROVIDENCE

Providence, R. I.—An attractive program of sprint and motor-paced races, two of them being feature events, was staged at the Cranston bowl on Tuesday evening, August 22. The feature paced race was a Race of Nations at 50 miles, while there were a number of Newark sprinters at the track for the ten-mile middle-distance sprint championship.

Frank Corry, the Australian, captured the paced feature by beating Victor Linart, the Belgian and world's champion; Jules Miquel, France; Vincent Madonna, Providence, and Champion George Chapman in that order. Chapman was leading up to 45 miles in the motor-paced race when the strip on the front wheel wore down. He slowed down before he fell, escaping with minor bruises. The time was 1:14:14.

Alfred Goullet rode a fine race in the ten-mile sprint title event and won from Willie Spencer, the Champion; Alfred Grenda and Aleck McBeath. The miss-and-out race to Reggie McNamara, who headed over the tape in front of McBeath, Hans Ohrt and Vincent Markey. Summaries:

Four-lap (4-7 mile) Handicap, Amateur—Won by Frank Frazzini, 40 yards; second, George Loftes, 20 yards; third, Roland Sevigny, 25 yards; fourth, Ray Warren, 70 yards. Time, 1:07 4-5.

Two-mile Open, Amateur—Won by Leonard Harten; second, Romeo Goddu; third, Frank Frazzini; fourth, Clarence Elmstrom. Time, 4:26.

Half-mile Handicap, Professional—Won by Joe Mitola, 115 yards; second, G. Prococini, 90 yards; third, Fred Jarvis, 85 yards; fourth, Joe Reeber, 90 yards. Time, 53 2-5 seconds.

Ten-mile National Sprint Championship, Professional—Won by Alfred Goullet; second, Willie Spencer; third, Alfred Grenda; fourth, Aleck McBeath; fifth, Orlando Piani; sixth, Reggie McNamara; seventh, Tommy Fitzsimmons. Time, 21:26 3-5.

Miss-and-out, Professional—Won by Reggie McNamara; second, Aleck McBeath; third, Hans Ohrt; fourth, Vincent Markey. Time, 5:10 2-5. Distance, 2 1-7 miles.

CHAPMAN WINS A MATCH

New Bedford, Mass.—George Chapman, the American motor-paced champion, had little difficulty taking the measure of Victor Linart, the world's paced title-holder, in two successive heats at the Cycledrome tonight.

Chapman defeated the Belgian by slightly more than half a lap in the first heat of 15 miles. Starting from the first position, Linart held the lead for six miles, but broke his pace during the midst of a sprint in the seventh mile. During the sprint, Pasquier, Linart's pace-maker, carried Linart so high that he almost forced Chapman into the rail. For this act he was fined $10.

In the second heat, a pursuit affair, Chapman gained ground on Linart as he pleased and after jockeying around for slightly more than nine miles started a drive that cracked the Belgian just after the ten-mile mark was passed.

In a match pursuit race with Joe Turgeon of Fall River, Oswald Colonna of Providence, succeeded in leading the Fall River veteran by a third of a lap at the end of five miles riding and was declared a winner.

L. S. Harten, of Providence, won both the four-lap handicap and the miss-and-out event for amateurs. Frank Depanni, of Providence, won the three-mile open event for the professionals and the five-lap race was won by Prococini, of Providence. Summaries:

Four-Lap (4-7 Mile) Handicap, Amateur—Won by L. S. Harten, scratch; second, M. Balanges, 100 yards; third, Bruni Dion, 55 yards; fourth, Vincent Pischione, 35 yards. Time, 1:07⅘.

Five-Lap (5-7-Mile) Handicap, Professional—Won by G. Prococini, 70 yards; second, Fred Jarvis, 45 yards; third, Humber Norantonio, 30 yards fourth, Louis Gilson, 20 yards. Time, 1:20⅘.

Miss-and-Out, Amateur—Won by L. S. Harten; second, Chick Meyers; third, Dan Pischione; fourth, Frank Frazini. Time, 5:02⅕. Distance, 2½ miles.

Three-Mile Open, Professional—Won by Frank Depanni; second, Louis Gilson; third, Archie Villa; fourth, Joe Reeber. Time, 6:46.

Among *the* Dealers

BIDDLE ON A VACATION

Birmingham, Ala.—W. J. Biddle, of the firm of Horton & Biddle Cycle Company, is spending his vacation at Mentone, Ala.

NEW SHOP IN ST. LOUIS

St. Louis, Mo.—John Kalhorn, formerly with the Olive Motor and Cycle Company, has gone into business for himself and opened a general repair shop on Grand avenue.

RUSH BROS. RUSHING

Chicago—Rush Brothers, motorcycle and bicycle dealers at 228 West North avenue, report a fine business this summer. They are selling Harley-Davidson motorcycles and several well-known bicycles to the trade in their territory.

BUSY IN NEW LONDON, CONN.

New London, Conn.—Tooker & Beckwith have disposed of nine Indians since they received word of the bed-rock prices for 1923. Two of the sales were Chiefs to the New London Police Department.

CANADIAN DEALER EXPANDS

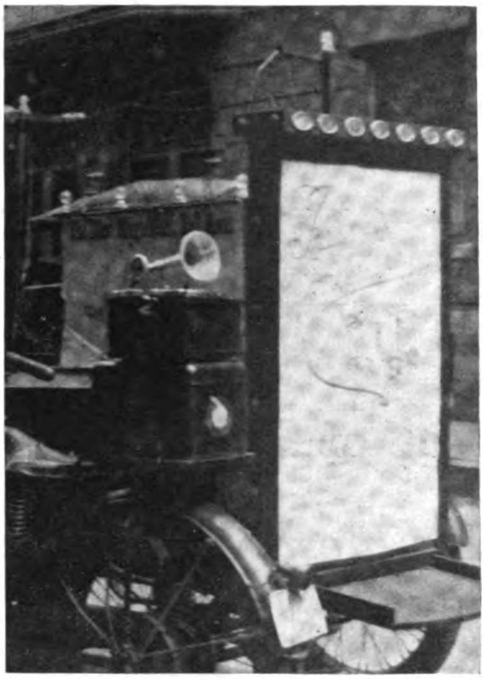
Edmonton, Alberta, Can.—Owen S. Wright, an entorprising bicycle dealer of Edmonton has opened a second bicycle store at 10024 101st Ave., to serve residents in the North side. Wright's main store is at 10436 Whyte Ave., on the South side.

TAKES ON EVANS AT WINDSOR

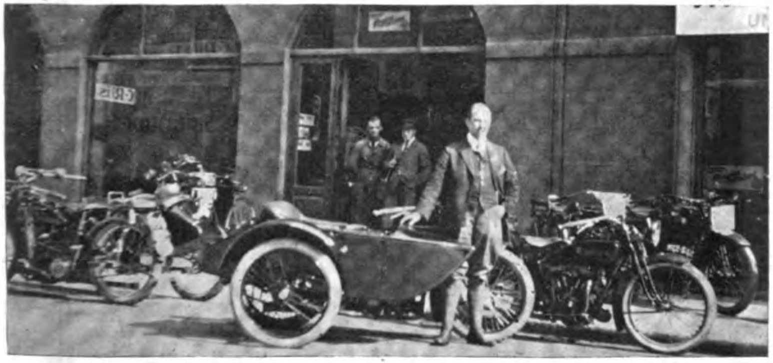
Windsor, Ont.—Bowlby & Gluns, Limited, 53 Pitt Street, West, have taken an agency for the Evans Powercycle through the Canada Cycle & Motor Company, Limited, Weston, Ontario, Canadian distributor for the Cyclemotor Corp., Rochester, N. Y. The Windsor price for the Evans model is $175.

WEINAND TAKES SUB AGENCY

Herkimer, New York.—Fort & Tucker Co., of Little Falls, announce that they have appointed Fred Wienand of Herkimer their sub-dealer for the cities of Herkimer and Ilion. Mr. Wienand proposes to build a new store on Albany street, but has lost no time in taking delivery of a 1923 74-inch outfit, and has a number of prospects lined up. Harley-Davidson is especially well represented all down the Mohawk Valley, dealers being located in Syracuse, Oneida, Utica, Herkimer, Little Falls, Gloversville, Amsterdam, Schenectady and Albany, and with the excellent service thus afforded, and the wonderful roads and beautiful scenery the valley has become a very popular touring route for motorcyclists.



George N. Holden, Boston, felt so good over the new Indian prices that he serenaded the city. With a big bill board fastened to the back of his sidecar, announcing the new prices, and a phonograph to draw the crowds, he did some very effective advertising. Cards explaining the time payment plan were passed out to the crowds who collected to listen to the phonograph concerts.



M. Bohnstedt, Danish distributor for the Reading-Standard and his Reading-Goulding combination in front of his store in Copenhagen.

CEDAR RAPIDS LIVELY

Cedar Rapids, Ia.—Edward Meisel, bicycle dealer at 107 Third avenue, is doing a good business in used and new bicycles and reports the repair shop filled up with plenty of work. Chambers & Morgan, at 110 Third avenue, are featuring used bicycles to their trade and report a good business for the last few months.

CANADIAN DEALERS' CONVENTION

London, Ont.—Legislative matters are going to occupy the attention of the dealers at the sixth annual convention of the Canadian Bicycle Dealers' Association at London, Wednesday and Thursday, September 27 and 28, to a considerable extent, according to the program round-up. The trade has realized that the time has come for definite concerted moves to secure varied benefits and protective concessions. The delegates to the conference will probably be asked to support and endorse an educative campaign, the slogan for which is to be "Make Cycling Safer." Special legal protection is another proposal to be considered. Legislation providing for extra heavy punishment for the motorist or other road user who knocks down a bicycle rider will be fought. It is intended to impress upon the cyclist that they have certain rights and responsibilities as owners of a wheel and that they are to be expected to observe the law if they desire to enjoy special protection. Attention will also be given to the "White Line of Safety" proposal, which has already been endorsed by the executive of the Canadian Bicycle Dealers' Association. Certain opposition has arisen to this idea and the matter will probably arouse heated discussion. The members are also to give attention to the matter of lighting by-laws for cyclists, bicycle licensing legislation and other legal measures. The licensing of bicycles by municipalities was opposed by many dealers at one time, but now there has been a reversal of opinion on the part of these men.

MIKE SELLS 'EM AT GARY

Gary, Ind.—Mike Hirschberg, of the Hirschberg Cycle and Supply Co., at 28 East 5th avenue, reports good business this summer, and he has made several commercial sales, the Light and Gas Company taking a sidevan outfit, another one going to the House of Muscat, furniture shop, for collecting purposes; the Goodyear Shoe Shop, a sidecar outfit, and a fast sidecar combination to the Gary police department.

NEW STORE FOR GLENS FALLS DEALER

Glens Falls, New York.—Carl Settle of the Settle-Palmer Company, Harley-Davidson distributors for Saratoga, Warren and Washington counties, announces that the company is now located in their new building No. 19 Park street, Glens Falls, and that they have every facility for super-service to H.-D. owners, and especially attentive to tourists passing through the city. Carl is a General Electric Company man, and the writer wants to compliment him warmly on his ability to tune up motors—he is a wonder.

BUSINESS GOOD IN SAN DIEGO

San Diego, Cal.—Sam McPherson, new Harley-Davidson dealer, reports deliveries of 20 of the new models, to date. He has completely transformed the interior of the store, and it is now one of the most attractive looking agencies in the state. James Urquhart received three new 68 inch Indian Chiefs this week. He is running a larger force than in several years past. Urquhart is pushing both the Ace and Indian hard, both lines running about equal in sales. The repair shops are busy and one new second-hand establishment has opened up. All the dealers are counting on a tip-top season.

A CHANGE AT SALT LAKE CITY

Salt Lake City, Utah.—The business known as Meredith Bicycles, A. H. Meredith, has changed hands. Mr. Meredith, who has owned or been in business in Salt Lake for 34 years, has sold out to the E. N. Slaughter Novelty & Sporting Goods Co. It is Mr. Meredith's intention to locate in one of the California towns. During the time that he has been in business he has at some time handled most of the leading makes of bicycles and many bicycle riders in Salt Lake have enjoyed the pleasure of riding bicycles sold by him that runs up into the thousands. It is Mr. E. N. Slaughter's intention to carry on the business as was done by Mr. Meredith. One of the features is selling bicycles at $5 down and $2 per week.

Mr. Slaughter has only been in business about 18 months. In this time he has found it necessary to move into larger quarters three times. He is now located at 337 South State street.

F. C. FENSKE
L. LEWIS.

F. C. Fenske is a live dealer at Oswego, N. Y.

LAST CALL!

Rush Copy for

ATLANTIC CITY
SHOW—CONVENTION NUMBER

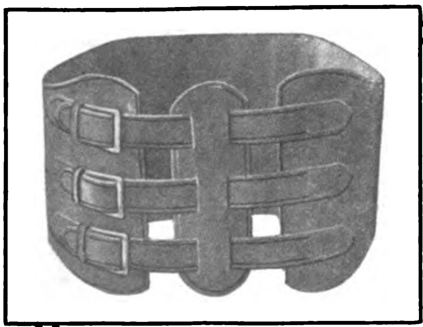
Issue of September 7

This is the most important bicycle number in five years

¶ No advance in rates, despite special character, importance and larger circulation. Advertisers who hold contracts may schedule increased space at pro rata rate on their contracts. Advertisers who do not hold contracts will be charged the regular one time rates for space, as follows: 2 Pages, $190; 1 Page, $95; Half Page, $55; Quarter Page, $38.

¶ Dead line for copy—noon, September 6.

Motorcycle and Bicycle Illustrated
920 Broadway, New York
"America's Greatest Cycling Magazine"



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Comfo Motorcycle Riding Belt

Price $4

This belt really conforms to the shape of your body. Buy it. Wear it. If it doesn't satisfy you, return it and your money will be refunded in full.

You take no chances. Order today.

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Harlem Central Motorcycle Co.
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NEW PRICES
GENUINE
RESISTAL
GOGGLES
are now
$5, $2.50 and $2
At Your Dealer's

Take None Without This Label

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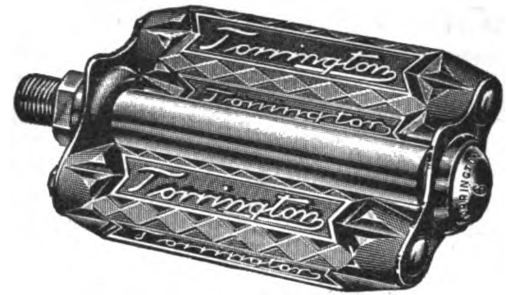
Brooklyn, N. Y.
Dealers: Write for new deals.



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It Has a Wonderful Feature—

RUBBER rods are riveted to the outside brace so by removing the rod nuts on the inside brace, the pedal becomes two component parts. This feature added to the use of the 3-16 inch balls in a container eliminates all possible loss of loose parts when the pedal is for any reason disassembled.

The easy rubber replacement, so popular in earlier models, is incorporated.

Our Torrington imprint on the rubber identifies the quality.

The Torrington line is a good line to stock up with.

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PERLMAN CYCLE CO
ROCHESTER
QUALITY PLUS GOODS

BIG VOLUME BUSINESS MEANS LOWER PRICES

That's true, isn't it?

That's exactly why we can give cycle dealers such attractive prices.

Our purchases are large and we get good discounts. Our sales are large and we give you the benefit of good discounts, too.

Shouldn't we really get together?

We'd like to send you a catalog or salesman at your request. Also, may we have your mail orders?

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61 State Street, Rochester, New York
Wholesale Exclusively—No Retail Department or Sales

We serve you from Stock or make up Steel Bearing Balls to your specifications.

Let us solve your Bearing problems. Our expert staff can aid you.

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Oversize Pistons and Rings fitted.

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Special light weight pistons supplied at a slight additional cost.

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Special Discount to Dealers

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Particular attention given to out-of-town work.

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Second-Hand Motorcycles wanted in trade for Indians. Complete stock of Indian parts.

Mail orders receive prompt attention.

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Complete Line of Parts and Accessories.

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who advertise here are in the limelight and have raised themselves above the level of the unknown among the cycle dealers.

Advertising here pays—because the manufacturer and wholesaler are always keeping their eyes open for live, wide-awake, KNOWN DEALERS when they have valuable agencies, sub-agencies, big job lots, etc., to place.

Riders, too, want to deal with the KNOWN DEALERS.

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FOR SALE—"ATTENTION, MOTORCYCLE RIDERS!" Send for our "MONEY SAVING MESSAGE TO THE MOTORCYCLIST" (Illustrated). It will save you money on accessories, tires, repair parts, etc. Many used parts, such as magnetos, transmissions, frames, at a big discount. Our Repair Department is at your service. Our large stock of Motorcycles, Motor Attachments and Bicycles, must be sold at once. Prices at less than half. Send for Big Bargain Bulletin. AMERICAN MOTOR CYCLE COMPANY, 2043-5 W. Chicago Avenue, Chicago. T.F.

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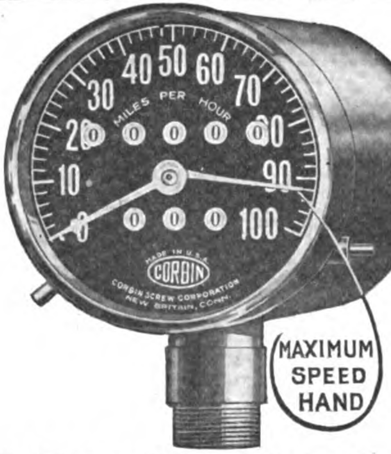
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With *exclusive* Maximum Speed Hand and Luminous Dial. Official equipment of practically all police traffic squads. Write for profit particulars.

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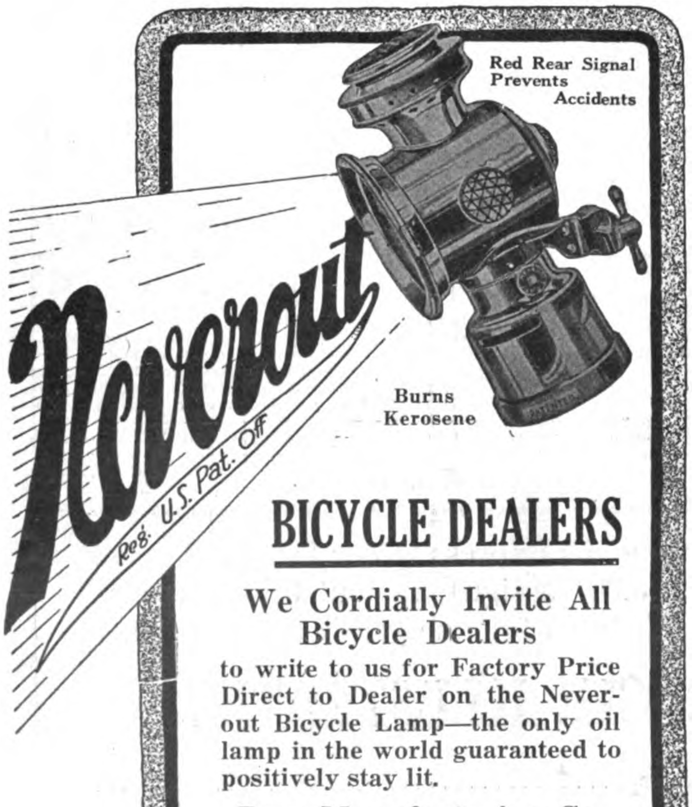

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We Cordially Invite All Bicycle Dealers

to write to us for Factory Price Direct to Dealer on the Neverout Bicycle Lamp—the only oil lamp in the world guaranteed to positively stay lit.

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If you are not receiving this Bulletin advise us, if you are, send us a trial order by return mail. Then you can see for yourself that all we offer is true.

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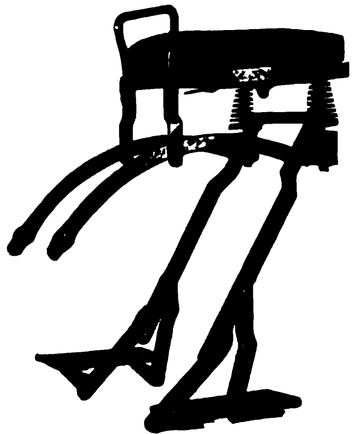

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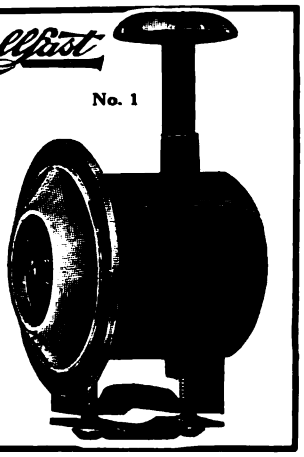

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Ace dealers are getting the business because Ace riders are getting the value.

Ace Four - Cylinder
Electrically - Equipped

$335

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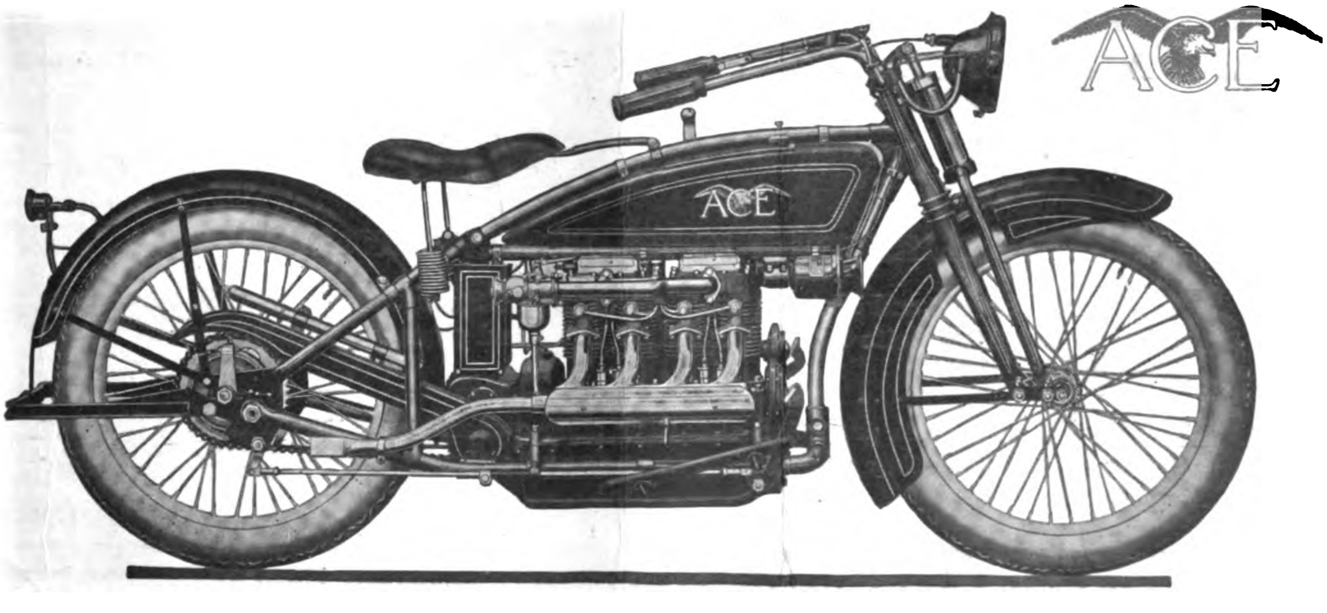
Learn all about the 1923 sales arrangement by writing at once to the
Ace Motor Corporation, Philadelphia, U. S. A.



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GARDEN PIER

ATLANTIC CITY, N. J.

Sept. 14-15-16, 1922

A Complete Cycle Exhibit

Latest Model Bicycles—All the New Accessories

Inspect and select your line for 1923

BICYCLE POLO—BICYCLE TRICK RIDING—
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Visit Atlantic City—Enjoy the Bathing—Reasonable Hotel Rates—Riders, Dealers and Jobbers Are Cordially Invited! It's a Show You Cannot Afford to Miss!

National Cycle Dealers' Convention, Sept. 14th-15th

National Amateur Championship Bicycle Road Races Under A. B. L. of A. Sanction, Sept. 16th

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ORDER DISPLAY SPACE NOW

For full information and space application blanks, address

A. B. COFFMAN, Manager, 326 W. Madison St., Chicago

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MAKE YOUR HOTEL RESERVATION NOW

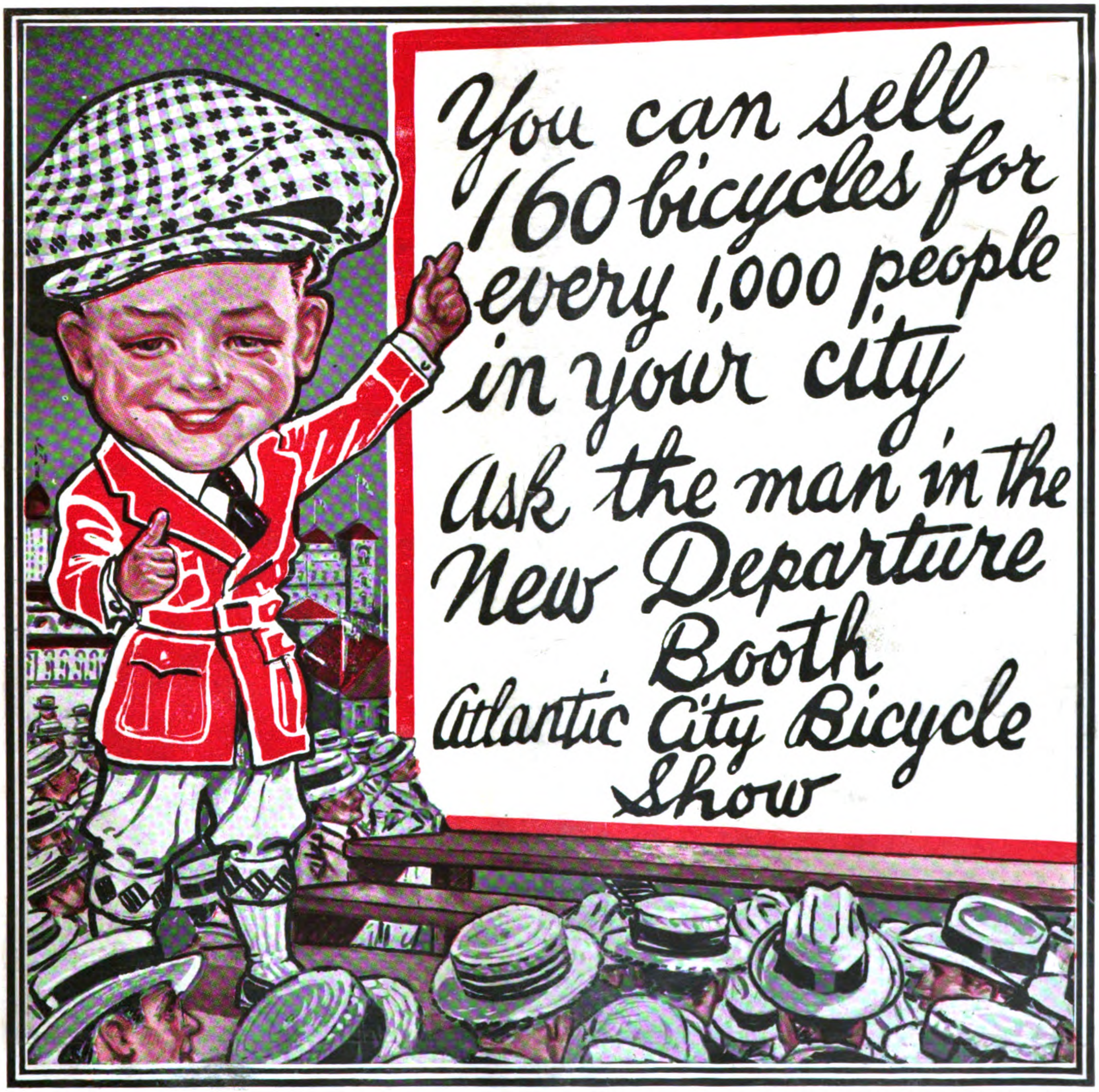
All Dealers, Jobbers and Manufacturers attending the Show-Convention, will, upon registering at their hotel, write C. T. A. after their name and request a Registration Certificate from the hotel clerk

This Certificate is to be presented, with their other credentials, at the entrance to Show on Garden Pier, where they will receive, in exchange, a Season Badge, admitting them during open hours.

14 Se 22

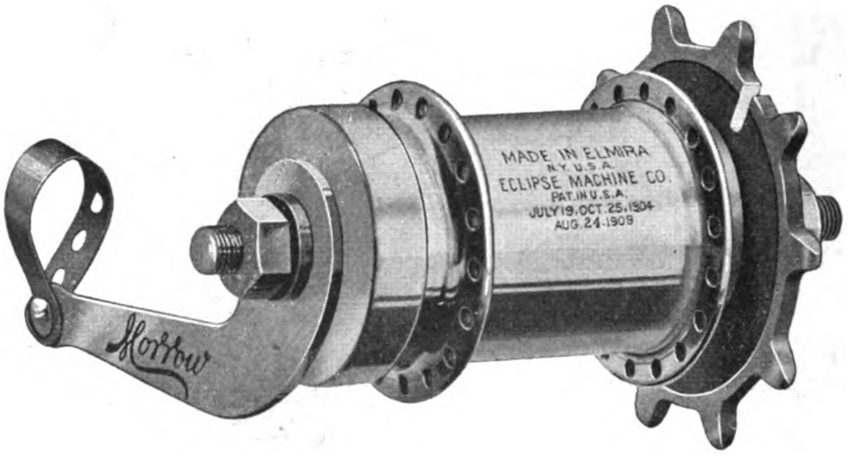
Motorcycle and Bicycle ILLUSTRATED

America's Greatest Cycling Magazine



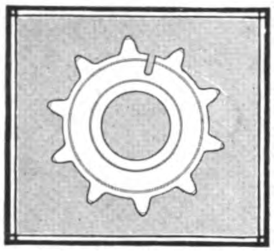
You can sell 160 bicycles for every 1,000 people in your city
Ask the man in the New Departure Booth Atlantic City Bicycle Show

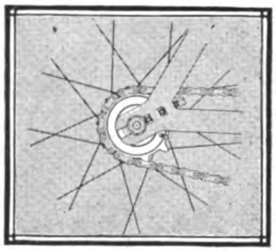
FIFTEEN CENTS NEW YORK SEPTEMBER 7, 1922



Contributors to
1922 National
Bicycle Publicity
Campaign

Sturdy and Efficient





THE STURDY, efficient-looking exterior of the MORROW brake is indicative of the simple, sturdy, efficient design of the working parts within. The MORROW is easy running because it has more ball bearings than other brakes. It is more powerful because it has greater braking surface. It is accessible, simple, sturdy, strong, lasting.

The slotted sprocket (illustrated at the left) is an exclusive MORROW feature. It enables you to replace spokes without even removing the chain. You will appreciate this saving in time and labor, and your customers will too.

Because of the clean-cut design of the MORROW, and its superior performance, it has become the favorite brake of thousands bicyclists. It is good business for you to supply the MORROW, because so so many people want it.

Ride a Bicycle

Morrow
STURDY, SURE
COASTER BRAKE
With the SLOTTED SPROCKET
ECLIPSE MACHINE COMPANY
ELMIRA, NEW YORK

Motorcycle and Bicycle ILLUSTRATED

America's Greatest Cycling Magazine

Vol. 18 *September 7, 1922* *No. 36*

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Entered as second-class matter March 29, 1921, at the post-office at New York, under Act of March 3, 1879.

GOODRICH SILVERTOWN CORD

Why you should *push*
SILVERTOWNS

It is the finest and fastest selling bicycle tire made today.

It gives twice the mileage of the average bicycle tire—two years of tests proved that.

It carries with it the great prestige of the best known and best liked automobile cord made, Silvertown Cord.

It is identical in construction, color, stamina, and beauty with its big brother.

It gives greater speed and lighter and easier riding.

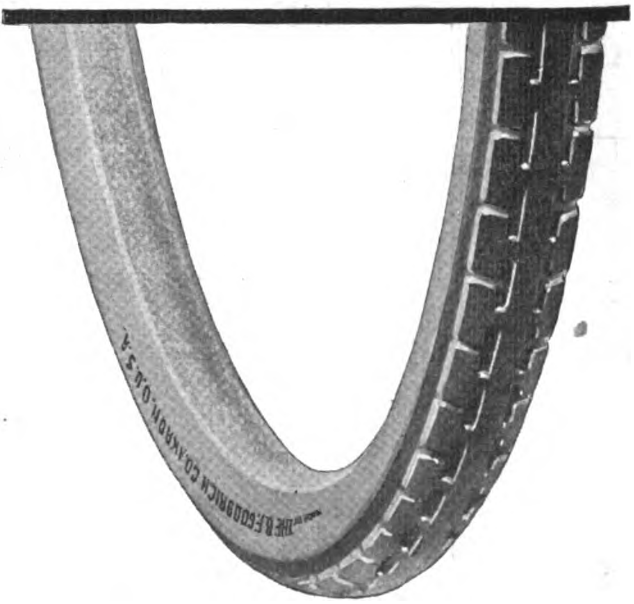
It is almost impossible to puncture.

It is leakproof.

It is the most economical money can buy—figured on mileage return on the investment.

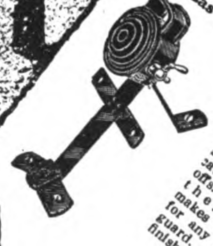
It is the tire most in demand.

THE B. F. GOODRICH RUBBER COMPANY
Akron, Ohio



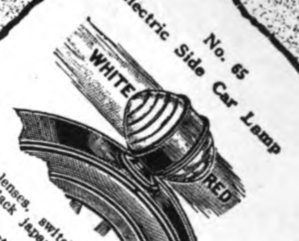
SMITH

No. 62
Gas Motorcycle Tail Lamp



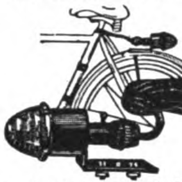
For use in connection with Prestolite tank. Angle type of gascock used does not necessitate bend in hose causing gas "shut offs." Design of these tail lamps makes them adaptable for any make of mud guard. Black japan finish. List, $2.00

No. 65
Electric Side Car Lamp



2½″ lenses, switch-on-lamp, 6v bulb, black japan finish. List, $2.25

No. 45
Electric Bicycle Tail Lamp



No. 45. A very practical bicycle tail lamp, covering all law requirements for red rear signal. Equipment—1.5v Mazda bulb, 1⅝″ ruby beehive semaphore lens, but no cable. Black japan finish.

List No. 45, $1.25.	List No. 45A, $1.50.
No Connecting Wire	With Connecting Wire

I F you're thinking of lamps for that new bike or motorcycle of yours we'd advise you to look over the Smith line before you buy.

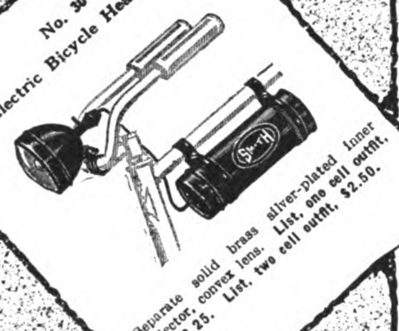
They possess the beauty of line, the fine workmanship and finish that make them lamps of distinction in any company.

Write us for prices and name of dealer in your locality.

Have you seen our new catalogue and reduced prices? Write for your copy today.

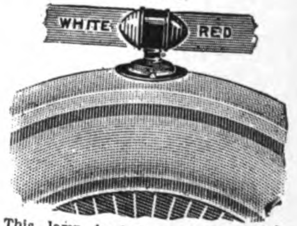
F. A. SMITH
MFG. CO., Inc.
Rochester,
N. Y.

No. 30
Electric Bicycle Head Lamp



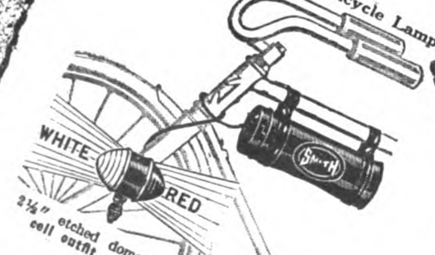
Separate solid brass silver-plated inner reflector, convex lens. List, one cell outfit, $2.25. List, two cell outfit, $2.50.

No. 67



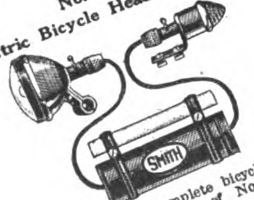
This lamp is built along the same lines as our No. 65 but is fitted with smaller lenses of 1⅝″ diameter. Can be furnished in either black or nickel finish. No. 67N (Nickel finish), List, $2.00. No. 67B (Black finish). List, $1.80.

No. 35
Combination Electric Bicycle Lamp

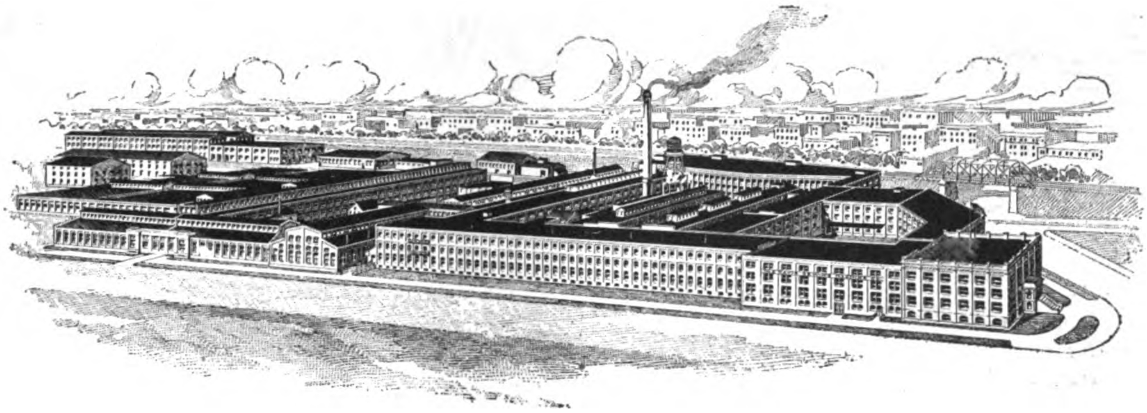


2½″ etched dome lenses. List, one cell outfit, $2.25. List, two cell outfit, $2.50.

No. 3045
Electric Bicycle Head-Tail Outfit



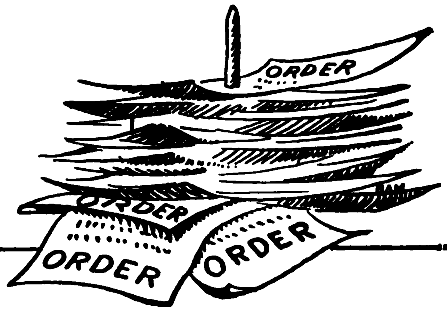
The last word in complete bicycle lighting equipment. Comprised of No. 30 head lamp, and No. 45 tail lamp, each fitted with 1.5v Mazda bulbs, operating from 2 batteries end to end in two cell container. Special wiring furnished. List, $4.00



What Davis Is Doing!

The following pages contain news of vital importance to every Bicycle Dealer.

THE DAVIS SEWING MACHINE CO.
DAVIS MADE
DAYTON, OHIO.



Why We're Happy!

The Davis factory is now more than 1500 bicycle orders behind.

PRICES on Davis-Made Bicycles were reduced to a phenomenal low level September first.

Even before this price reduction the Davis factory was 1500 bicycle orders behind. Now a veritable flood of orders is pouring into Dayton by mail and telegraph. Hundreds of new accounts are being opened, and—

The Sales Department has given the factory notice to INCREASE PRODUCTION 100 PER CENT!

That's what DAVIS IS DOING!

The Davis Sewing Machine Company has long held first place in the Bicycle Industry, gained by offering high quality merchandise at fair prices. We intend to maintain that position.

For more than 26 years Davis-Made Bicycles have been accepted as the standard of bicycle quality. For more than a quarter of a century, Davis-Made Bicycles have been widely advertised. As a result, the term Davis-Made has come to mean well-made, and the prestige of Davis-Made Bicycles is known throughout the civilized world.

Although prices on Davis-Made Bicycles have reached a new low level, our 1923 line will be made better than ever. Quality will not be sacrificed in favor of price.

The 1923 Davis line will be better designed, contain better materials, better workmanship, better equipment, and more features of excellence than ever before. One of the big features will be the new two-point self-aligning crank bearing—an exclusive Davis feature.

We are extremely happy to be able to offer Dealers our 1923 line of Davis-Made Bicycles—the biggest bicycle value in the country to-day.

Why Our Dealers Are Happy!

RIGHT PRICES on as fine a line of bicycles as any factory can produce—

List prices set at a fair enough figure to net a handsome margin of profit—

Why shouldn't our dealers be happy?

And they have additional reasons for joy!

Everyone knows that Davis-Made Bicycles are good bicycles. They have a nation-wide prestige. That means they are easy to sell. Quick turnover naturally means larger volume of business, and bigger profits.

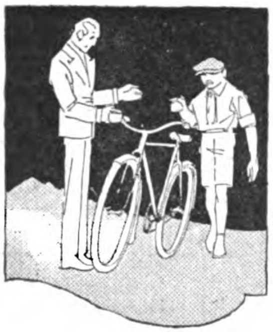
Davis Dealers know that every bicycle they sell will give years of absolute satisfaction. That means satisfied customers, and satisfied customers are a dealer's best advertisement. Other sales are generated, and the Davis Dealer's profits mount higher every year.

Davis Dealers also have at their command sales and advertising helps that stimulate business.

And they know they will secure dependable service. For back of Davis-Made Bicycles is the world's largest manufacturer of bicycles—an institution representing an investment of millions of dollars, and which for more than 60 years has enjoyed a reputation for making quality products, and for rendering helpful service to Dealers.

Davis Dealers are on the pathway to greater profits—and it's no wonder they're happy!

PROFITS



Get on the Davis Band-Wagon!

DAYTON

YALE

NATIONAL

SNELL

DIXIE FLYER

DURO

LA FRANCE

H-D

DAVIS

Sell the bicycles that will net you the biggest profits!

There may be an opening in your town to take on one of the Davis lines.

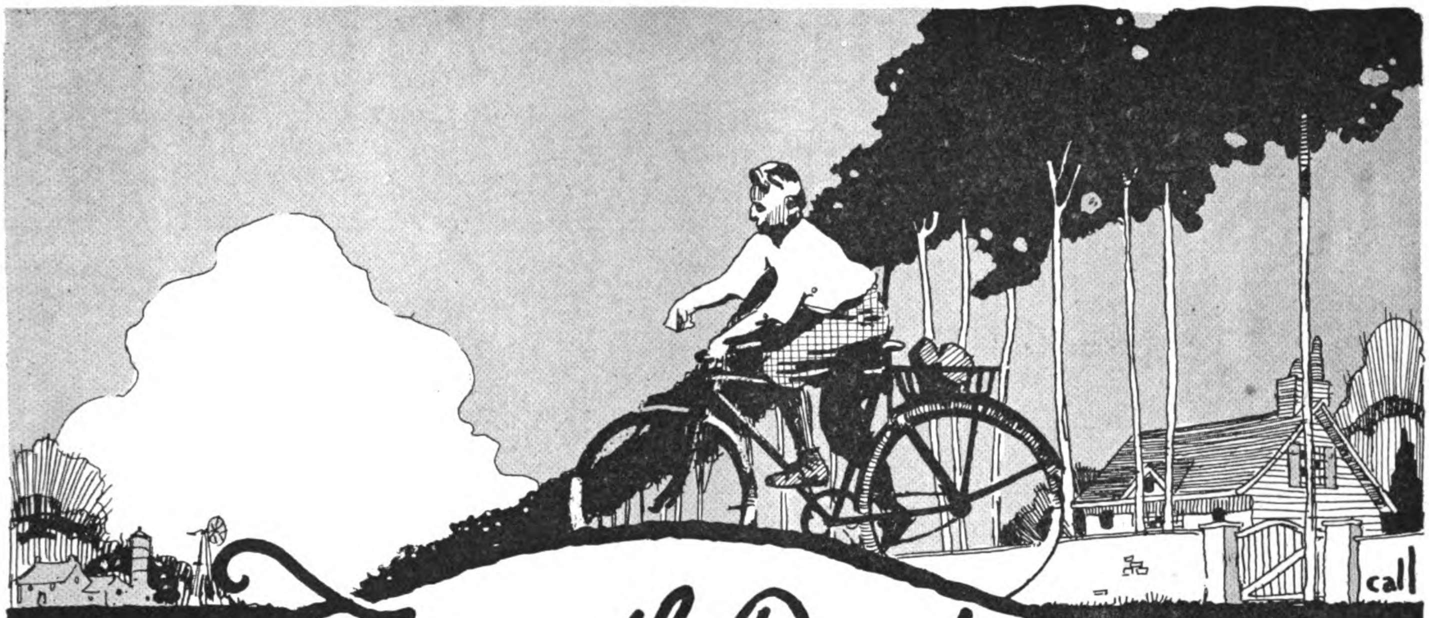
Write us about it to-day. Get on the Davis band-wagon—for it's going to lead the bicycle procession in 1923.

Visit the
Davis Exhibit
at the
Atlantic City Show
September 13-16

The Davis Sewing Machine Company will have a complete exhibit of all its name-plate lines at the Atlantic City Show. We extend a hearty invitation to every Dealer to inspect our lines. Make the Davis exhibit your headquarters.

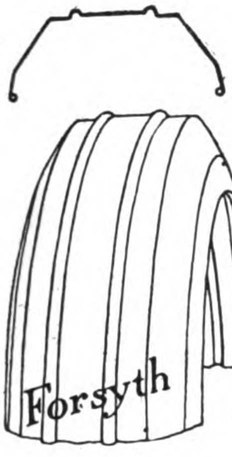
THE
DAVIS SEWING MACHINE
COMPANY

DAYTON, OHIO

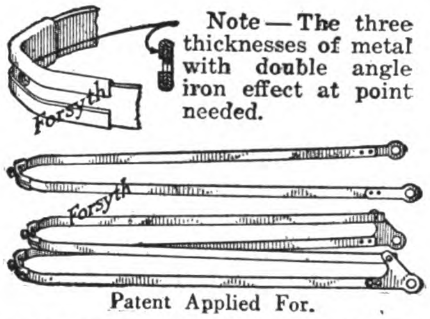


Forsyth Products

have received the unqualified approval of the cycle trades.



The New Forsyth Patented Motor-Bike Mud-Guard, 100% of real Forsyth Value built right into every Forsyth Product.

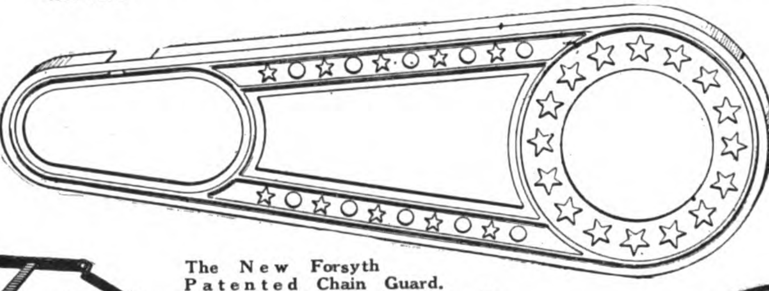


Note — The three thicknesses of metal with double angle iron effect at point needed.

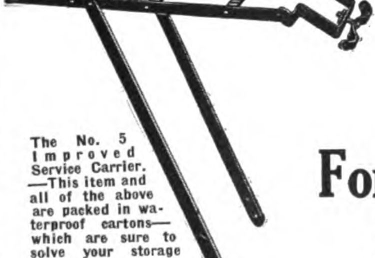
Patent Applied For.

The New Forsyth Improved Reinforced Mud-Guard Brace. Built on honor, and the name Forsyth guarantees that.

Every dealer likes to sell the best so long as his profits are not imperiled. That's why the majority of dealers sell Forsyth Baskets.



The New Forsyth Patented Chain Guard. Light in weight, great in strength and Paramount in Durability.



The No. 5 Improved Service Carrier.—This item and all of the above are packed in waterproof cartons—which are sure to solve your storage problem.

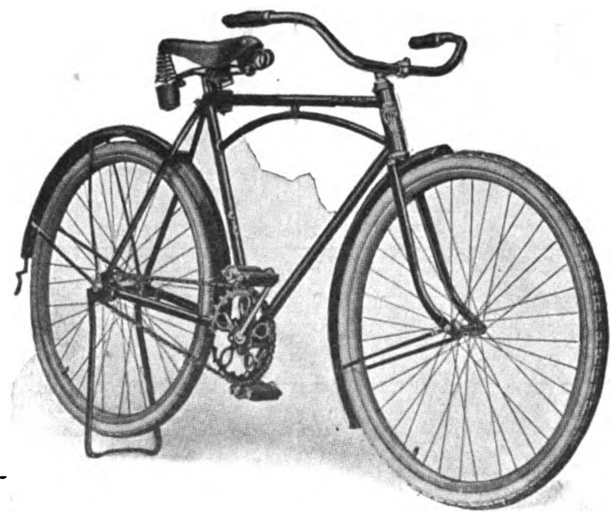
"Write for Literature and Prices"

Forsyth Metal Goods Co.

East Aurora, New York

W. J. SURRE, Erie, Pa.
Direct Factory Representative

EMBLEM
EMBLEM
MFG.CO.
ANGOLA
N.Y.



1923

EMBLEM

ANNOUNCEMENT FOR 1923

EFFECTIVE NOW

LIST PRICES

Model 32	**$35.00**	**F. O. B. Angola, N. Y.**	**Model 114**	**$38.50**
Model 35	**$37.50**		**Model 56**	**$40.00**
Model 74	**$35.00**		**Model 72**	**$30.00**
Model 144	**$36.50**		**Model 25**	**$30.00**

Complete With Best Equipment

We are guided in this extraordinary price-setting by what the time demands—added to our 43 years' experience in this business—and with keen appreciation of what will best serve this Industry and the Dealer.

The **quality** has not changed with the price decrease; on the contrary, the 1923 Emblem is the very best yet turned out.

Emblem Double-Life Cones are an outstanding feature, found only on Emblem Bicycles.

Emblem solid bar turned fittings at once permit the Emblem to head the procession of high grade bicycles.

EMBLEM DISTRIBUTORS

WE ALSO MANUFACTURE SPECIAL BICYCLES UNDER YOUR OWN NAME-PLATE.

PIERCE

We have gone the limit in price reduction. The best interests of the Riding Public, the Dealer and the Industry are thereby being served.

Be assured of one thing—the Quality of the King of Bicycles will never be subordinated to price requirements. Even with the reduced prices the PIERCE of today is the finest PIERCE ever produced.

ENGINEERING skill in design, in planning and co-ordinating the mechanism of the PIERCE make it the champion among premier racers.

ASSEMBLING—The kind of precision in assembling which is done by craftsmen, not mere workmen, who glows with pride in the finished job, gives the PIERCE its first place.

MATERIALS—Price is no object in the selection of raw materials that will stand the acid test of a six-day race in racing models, or 24-hour service in standard models.

Combined with the above, the price of the PIERCE is the lowest in its history.

World champion Kramer's farewell speech:

> *"I attribute my success in racing to one thing more than anything else, and that is the PIERCE racing bicycle."*

1923 List Prices, F. O. B., Angola, N. Y. Effective Sept. 1st, 1922.

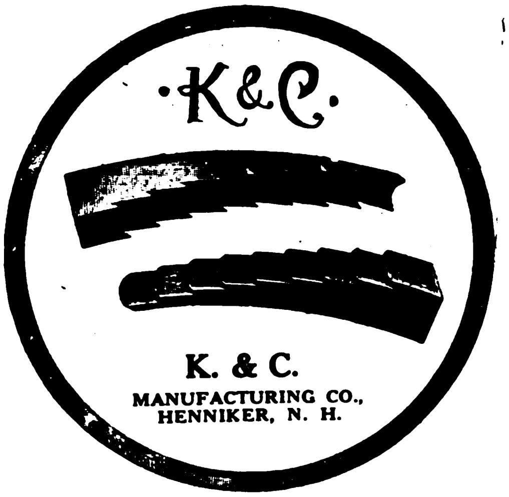
Model 11	$35.00	Model SBRR Jr.	$35.00
Model 11 Arch	$36.50	Model DBRR	$38.50
Model 17 Ladies	$37.50	Model 321 Lt. Rd.	$40.00
Model BR Racer	$32.50	Model PKS Prof	$45.00

PIERCE DISTRIBUTORS

The PIERCE CYCLE Company

ANGOLA, N.Y.

LOCK JOINT WOOD RIMS



K. & C. Lock Joint Wood Rims speak of *thorough quality* in every fibre and detail of their construction—a better, stronger or longer-lasting wood rim isn't made today.

Our American riders are generally particular about the equipment of their mounts, and when rim replacements are necessary, the dealer will find that the rider is willing to pay a little more for K. & C. Rims and be sure of getting satisfaction.

Manufacturers can increase the value and serviceability of their bicycles by using K. & C. Rims as standard equipment.

K. & C. MANUFACTURING COMPANY

HENNIKER, N. H.

STARTLING REDUCTIONS

Progressive Bicycle Dealers will insist on seeing our 1923 agency proposition FIRST. It offers stupendous assurances of profit.

IVER JOHNSON

BICYCLES

for 1923 will continue to lead, both in quality and volume of sales. We have made some startling reductions in prices, and added new models, combined with rich color effects, which will make the Iver Johnson proposition *impregnable against competition.*

VISIT OUR EXHIBIT AT THE

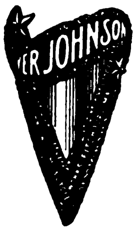
NATIONAL BICYCLE SHOW, ATLANTIC CITY

September 14-15-16—Booths 47 and 48

The Iver Johnson Velocipede will be shown here for first time, and agencies arranged for

If you cannot come, write or wire us for agency proposition. Valuable territory open.

Remember, there is more than half a century of reputation backing up the Iver Johnson Agency.



Iver Johnson Nameplate— "Insignia of a Service"

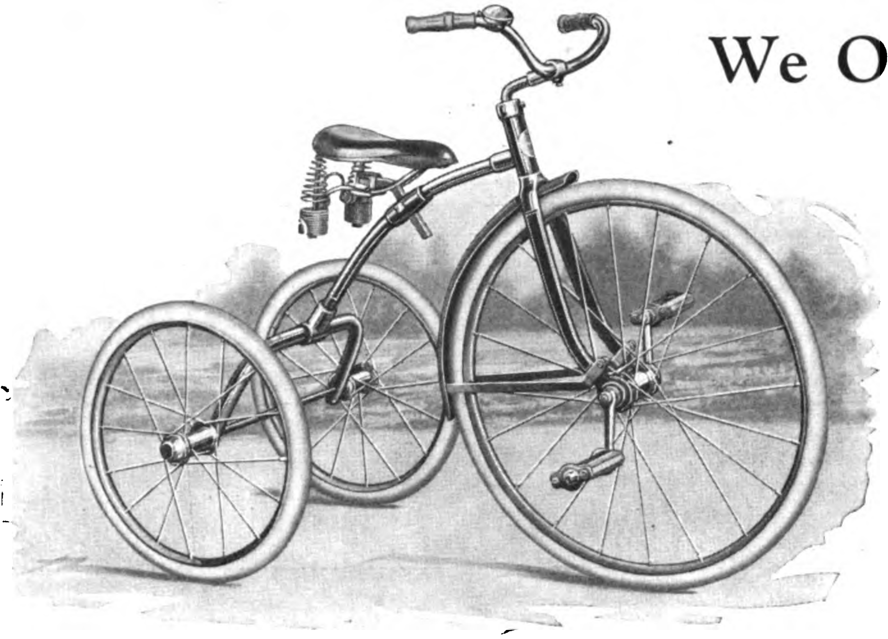
IVER JOHNSON'S ARMS & CYCLE WORKS

FITCHBURG, MASS.

BRANCHES

NEW YORK	**CHICAGO**	**SAN FRANCISCO**
99 Chambers Street	**108 W. Lake Street**	**717 Market Street**

VELOCIPEDES	TOT CARS	HAND CARS



We Offer to Dealers and Jobbers the Biggest Money-Making Opportunity in the Cycle Business

A New "Velo-King"

of extremely high quality, heretofore unknown in children's vehicle construction. Equipped with Motorcycle type saddle

with bigger tires
with Rubber Pedals, ball bearings
with Rear Wheels fitted with large nickel-plated hub caps
with Guard over front wheel

Write for our beautiful catalog of full line.

These Are Plain Facts

The most neglected opportunity in the Cycle business is in the Juvenile Wheel Goods. Many a jobber and dealer, by his own confession, "Would have starved to death"—as they put it—during these eighteen months past, if they hadn't sold Juvenile Cycle Goods.

You sell it in season and out—when bicycles are selling and when snow is on the ground. Just the Christmas and Holiday Juvenile Business alone make a nice little total for the year, that compares favorably with your year's total of other Cycle business—measured in profits, that is, not gross sales.

When the bicycle is too high in price, the juvenile wheel meets everybody's pocketbook. When you're selling the parent a bicycle for big Fred, it takes very little salesmanship to sell a velocipede or Tot Car for little Jimmie or Alice—especially if Jimmie or Alice once get their eyes on it, as it stands on your floor.

The parent will buy more than she came for, because she's all "set" to buy. Then again, sometimes you sell her the bicycle when she came in only for the **smaller** wheel purchase.

NOW, THAT'S THE PLAIN, EVERYDAY BUSINESS SIDE OF IT.

You've got your store, your help, your rent, electric light, overhead. Make the overhead sell Juvenile Cycle Goods for you. Especially at Christmas and Holiday, when Bicycles aren't selling.

Dealers—Write us for full particulars, terms and catalog—or for name of your nearest "Velo-King" Jobber

Jobbers—Write for details in full

A. MECKY COMPANY

Manufacturers

PHILADELPHIA, PA.

VELO-CYCLES	TRICYCLES	COASTER BRAKE VELOCIPEDES

BIRMINGHAM
ENGLAND

MEAD Ranger
BICYCLES

CHICAGO
U. S. A.

Mead wheels turn over quickest—that is why 60% of the Mead Dealers of 1922 have voluntarily decided to stock Ranger, Pathfinder and Crusader bicycles *exclusively* for 1923.

See these 1923 Models in Sections 70 to 76 at the Atlantic City Show, September 13th to 16th—then ask any Mead Distributor how he likes the contract.

If your store is on "Main Street" and the population of your city is 15,000 or over, you are eligible for the exclusive Mead Distributor contract for 1923 provided your town is open.

Ask for the facts and figures at the Show or write—Mead Cycle Co., Chicago.

A New Line of

U.S. Bicycle Tires

With New Prices

Now Ready

DEALERS, jobbers and manufacturers will be interested in the current announcement, now being mailed to the trade, of a new and improved line of UNITED STATES BICYCLE TIRES.

Revised price schedules will be in the hands of buyers in time for consultation when placing orders for the 1923 season.

U.S. Bicycle Tires

United States Rubber Company

Motorcycle & Bicycle ILLUSTRATED

New York, September 7, 1922

GLOB
HUBIN'S
BATHS

OFFICIAL PROGRAM FOR ATLANTIC CITY

MONDAY, SEPT. 11

10:30 a. m. to 5:30 p. m.—Registration at St. Charles Hotel.

2 p. m.—First meeting of the Cycle Jobbers' Association of America.

8:00 p. m.—Steel Pier; Music, Movies, Dancing, Minstrels.

TUESDAY, SEPT. 12

Morning—Meeting of the Cycle Jobbers' Association of America.

10:00 a. m.—Joint meeting Cycle Trades of America, St. Charles Hotel Assembly Hall. Informal talk by Saunders Norvell, Chairman of the Board of Directors of McKesson & Robbins, Inc., New York City.

2:00 p. m.—Golf at Atlantic City Country Club, Northfield.

8:15 p. m.—Theater.

WEDNESDAY, SEPT. 13

Morning and Afternoon—The whole day will be devoted to an inspection of the Bicycle and Accessory Show on Garden Pier; admission limited to manufacturers and jobbers. Show opens at 10:00 a. m. Show closes at 6 p. m.

Morning—Meeting of the Cycle Jobbers' Association of America.

8:30 p. m.—Informal Dance at St. Charles Hotel.

THURSDAY, SEPT. 14

10:00 a. m.—Individual Association meetings. Place to be announced. Bicycle Manufacturers' Association, Cycle Parts and Accessories Association.

10:00 a. m.—Show opens to dealers, Jobbers and General Public.

2:00 p. m.—Bicycle parade.

Afternoon and Evening—Open attendance at Bicycle Show. Bicycle trick riding, roller racing and bicycle polo, afternoon and evening. Also dancing from 8:30 p. m. until 10:30 p. m.

2:00 p. m.—Golf Tournament preliminaries at Atlantic City Country Club.

3:30 p. m.—Convention National Cycle Dealers' Association. G. A. Wemge, Vice-President, presiding.

3:30 p. m.—Ladies' Entertainment, St. Charles Hotel.

FRIDAY, SEPT. 15

10:00 a. m.—Joint meeting, Cycle Trades of America, St. Charles Hotel.

Afternoon and Evening—Show at Garden Pier. Trick riding, bicycle polo and dancing.

2:00 p. m.—Golf Club finals at Atlantic City Country Club.

3:30 p. m.—National Cycle Dealers' Association meeting at Convention Hall.

SATURDAY, SEPT. 16

9:30 a. m.—Road race conducted by the Amateur Bicycle League of America. Finals of National Championship.

It's a Great Week *If* You Don't Weaken

THERE is just one thing omitted from the program of the convention and show at Atlantic City this week, and that is a prize for the person who when the end of the week comes, can make affidavit that he has seen and taken part in everything on the program. No doubt this is because the program makers know very well that it will be impossible for anyone to qualify for such a prize. It simply can't be done, unless you happen to be a theosophist or something like that, and can send your astral body to one place and your material body to another.

So it's a case of give the program a careful once over and then select the things in which you are most interested. With this in mind the program has been so arranged that it will be possible for dealers, jobbers and manufacturers to cover their special meetings and also attend the general meetings without conflict, and also for everybody to sandwich in a considerable lot of fun between the layers of more serious business.

A Man Worth Hearing

SAUNDERS NOVELL, who will be the principal speaker at the joint meeting of the Cycle Trades of America in the Assembly Hall of the St. Charles Hotel at Atlantic City, Tuesday morning, does not claim to be an orator. He just talks in a conversational way, and what he has to say makes you listen. He has traveled the whole road in the mercantile world, beginning as stock clerk with the Simmons Hardware Co., of St. Louis, and working up to the vice-presidency. Then he held the presidency of the Norvel-Shapley Hardware Co. for ten years and built up the business from one million to ten million a year. Now he is chairman of the board of directors of the great drug firm of McKesson & Robbins, Inc., of New York. No matter how busy you may be don't miss hearing him.

Manufacturers and jobbers will register at the lower exchange of the St. Charles Hotel which, as usual, is headquarters. Dealers will register at Garden Pier. Monday will be registration day for jobbers and manufacturers. The show will open to jobbers on Wednesday morning at 10 o'clock and close at 6. It will be open for dealers, jobbers and the general public, from 10 a. m. to 10:30 p. m. Thursday, Friday and Saturday.

Monday evening the Steel Pier will be headquarters. Music, movies, minstrels and dancing will serve to keep everybody happy.

Tuesday morning at 10 o'clock there will be a joint meeting of all of the trade associations in Assembly Hall at the St. Charles Hotel. The address of the meeting will be made by Mr. Saunders Norvell, Chairman of the Board of Directors of McKesson & Robbins, Inc., of New York. As Mr. Norvell is a premier sales expert we can expect to hear something worth listening to.

Practice for the annual golf tournament will open on the Atlantic City Country Club links at Northfield, at 2 o'clock Tuesday afternoon. The preliminaries will be held Thursday afternoon and the finals Friday afternoon.

The theatre party is set for Tuesday evening, the annual informal dance for Wednesday evening and the special entertainment for the ladies for Thursday afternoon.

Thursday afternoon at 2 o'clock Fred St. Onge will start his bicycle parade, which will doubtless be the greatest thing of the kind ever staged, from Ventnor avenue and lead them through the main streets of Atlantic City to the show entrance on Garden Pier.

The first session of the National Cycle Dealers' Association with Vice-President G. A. Wenige, of London, Ont., presiding will be called to order at 3:30 Thursday afternoon. Mr. Wenige who knows the bicycle business from the dealer's standpoint and has made it go, has prepared a series of pertinent questions which each attending dealer is to answer and put in the question box on Thursday. At noon of Friday Mr. Wenige will open the box and tabulate the questions and answers and at the meeting scheduled for 3:30 p. m. will read off the answers. Everyone present will have an opportunity to discuss each subject as it comes up. This will be extremely interesting and instructive to every bicycle dealer in the U. S., and everyone who can, should be present, for Wenige knows the vital questions that spell success or failure.

Mr. A. R. Jacobson, President of the Amateur Bicycle League of America, will explain to the assembled dealers in a short talk just what the A. B. L. of A. is and how it helps the dealer.

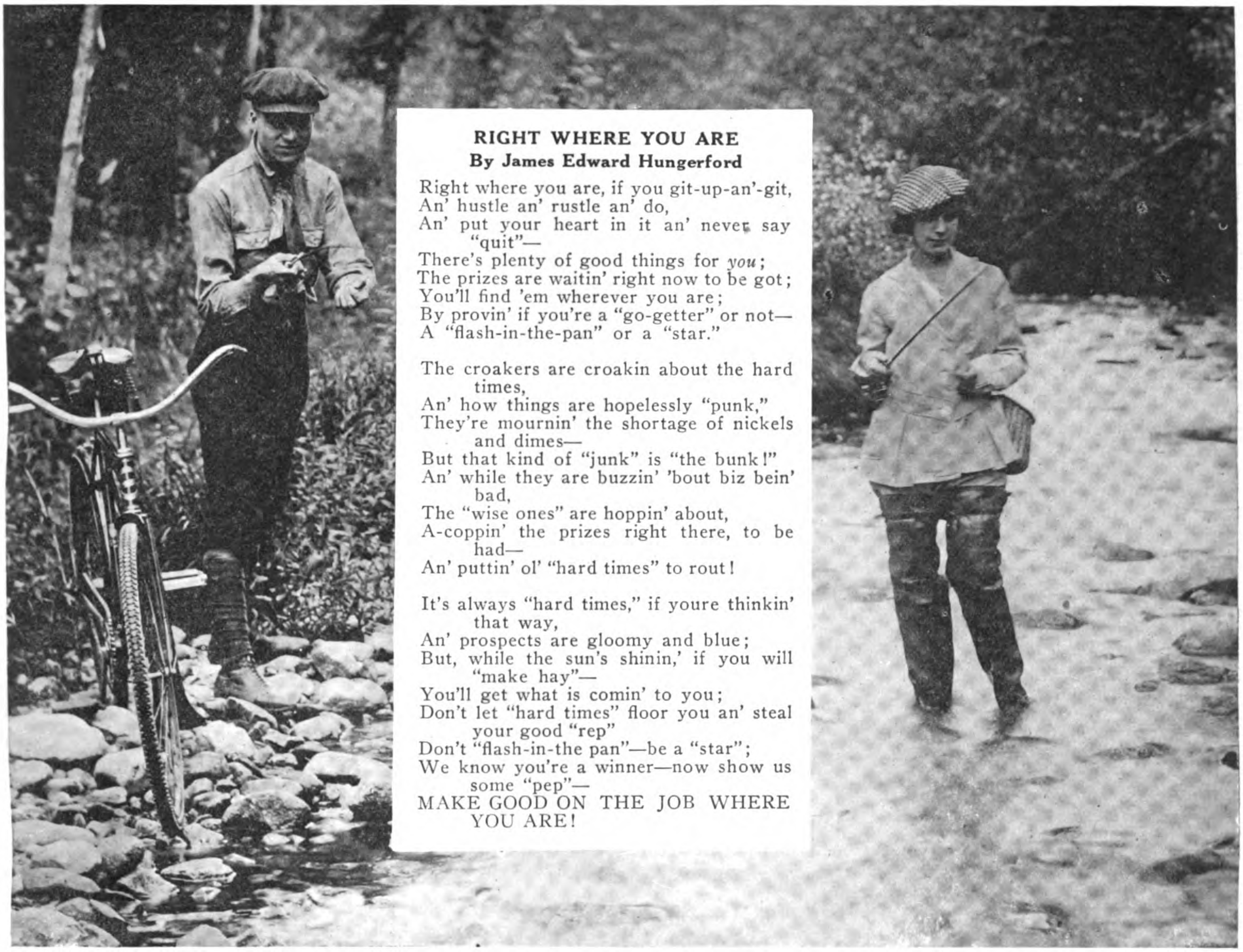
Bicycle manufacturers will be invited to attend the Friday afternoon session and they can, we believe, spread words of wisdom greatly beneficial to the cycle industry.

President R. J. Leacock of the Cycle Jobbers of America announces that the jobbers will get busy right from the jump, holding their first meeting at 2 o'clock at the St. Charles Hotel. Subsequent meetings will also be held Tuesday and Wednesday, time and place to be fixed at the first meeting.

The Cycle Parts and Accessories' Association and the Bicycle Manufacturers' Association will meet Thursday morning and there will be a second joint meeting of all the associations in Assembly Hall at the St. Charles at 10 o'clock Friday morning.

The sporting event of the week will be the finals of the National Championship road races under the auspices of the Amateur Bicycle League of America. They will be held at the Athletic Field, starting at 10 a. m., Saturday.

Besides the displays of the manufacturers, which will naturally be the chief attraction, on Garden Pier there will plenty of entertainment. The Garden Pier orchestra will furnish music Thursday, Friday and Saturday afternoons, and Thursday and Friday evenings. There will be bicycle roller ra-



RIGHT WHERE YOU ARE

By James Edward Hungerford

Right where you are, if you git-up-an'-git,
An' hustle an' rustle an' do,
An' put your heart in it an' never say
"quit"—
There's plenty of good things for *you*;
The prizes are waitin' right now to be got;
You'll find 'em wherever you are;
By provin' if you're a "go-getter" or not—
A "flash-in-the-pan" or a "star."

The croakers are croakin about the hard
times,
An' how things are hopelessly "punk,"
They're mournin' the shortage of nickels
and dimes—
But that kind of "junk" is "the bunk!"
An' while they are buzzin' 'bout biz bein'
bad,
The "wise ones" are hoppin' about,
A-coppin' the prizes right there, to be
had—
An' puttin' ol' "hard times" to rout!

It's always "hard times," if youre thinkin'
that way,
An' prospects are gloomy and blue;
But, while the sun's shinin,' if you will
"make hay"—
You'll get what is comin' to you;
Don't let "hard times" floor you an' steal
your good "rep"
Don't "flash-in-the pan"—be a "star";
We know you're a winner—now show us
some "pep"—
MAKE GOOD ON THE JOB WHERE
YOU ARE!

cing and trick riding, Thursday afternoon and evening, Friday afternoon and evening and Saturday evening. There will be dancing Thursday, Friday and Saturday evenings.

The championship bicycle roller races are in charge of G. W. Harley, Vice-President of the Amateur Bicycle League of America, Philadelphia, and he has prepared an interesting series of races for the three days of the show. He will have several roller racing machines of his own manufacture and several capable assistants.

"The sole object of the National Bicycle and Accessory show and National Cycle Dealers' Convention, is to boost the industry," says Show Manager A. B. Coffman, in the foreword of the official program. "Personal contact means a great deal in business life, and the fact that you 'know your man personally' prevents many unnecessary misunderstandings. Come and take advantage of this opportunity to become better acquainted with the heads of the institutions who have served you so long."

All dealers, jobbers and manufacturers attending the show are requested when they register at their hotels to obtain from the clerk a certificate showing they are registered. These certificates presented at the show registration booth will secure a badge of admission to the show during open hours.

The show program in details follows:

GARDEN PIER PROGRAM

WEDNESDAY, SEPT. 13

10:00 a. m.—Show opens to jobbing trade only.
6:00 p. m.—Show closes.

THURSDAY, SEPT. 14

10:00 a. m.—Show opens to dealers, jobbers and general public.
2:00 p. m.—Fred St. Onge's Bicycle Parade starts at Ventnor ave., and disbands at the show entrance.
2:00 p. m.—Music by Garden Pier Orchestra.
2:30 p. m.—Bicycle roller racing in convention hall at rear of show.
3:00 p. m.—Bicycle trick riding in convention hall at rear of show.
3:30 p. m.—National Cycle Dealers' Assn. convention.
3:30 p. m.—Convention of National Cycle Dealers' Association.
7:30 p. m.—Music by Garden Pier Orchestra.
8:00 p. m.—Bicycle roller racing in convention hall.
8:30 p. m.—Bicycle trick riding.
9:00 p. m.—Dancing.
10:30 p. m.—Show closes.

FRIDAY, SEPT. 15

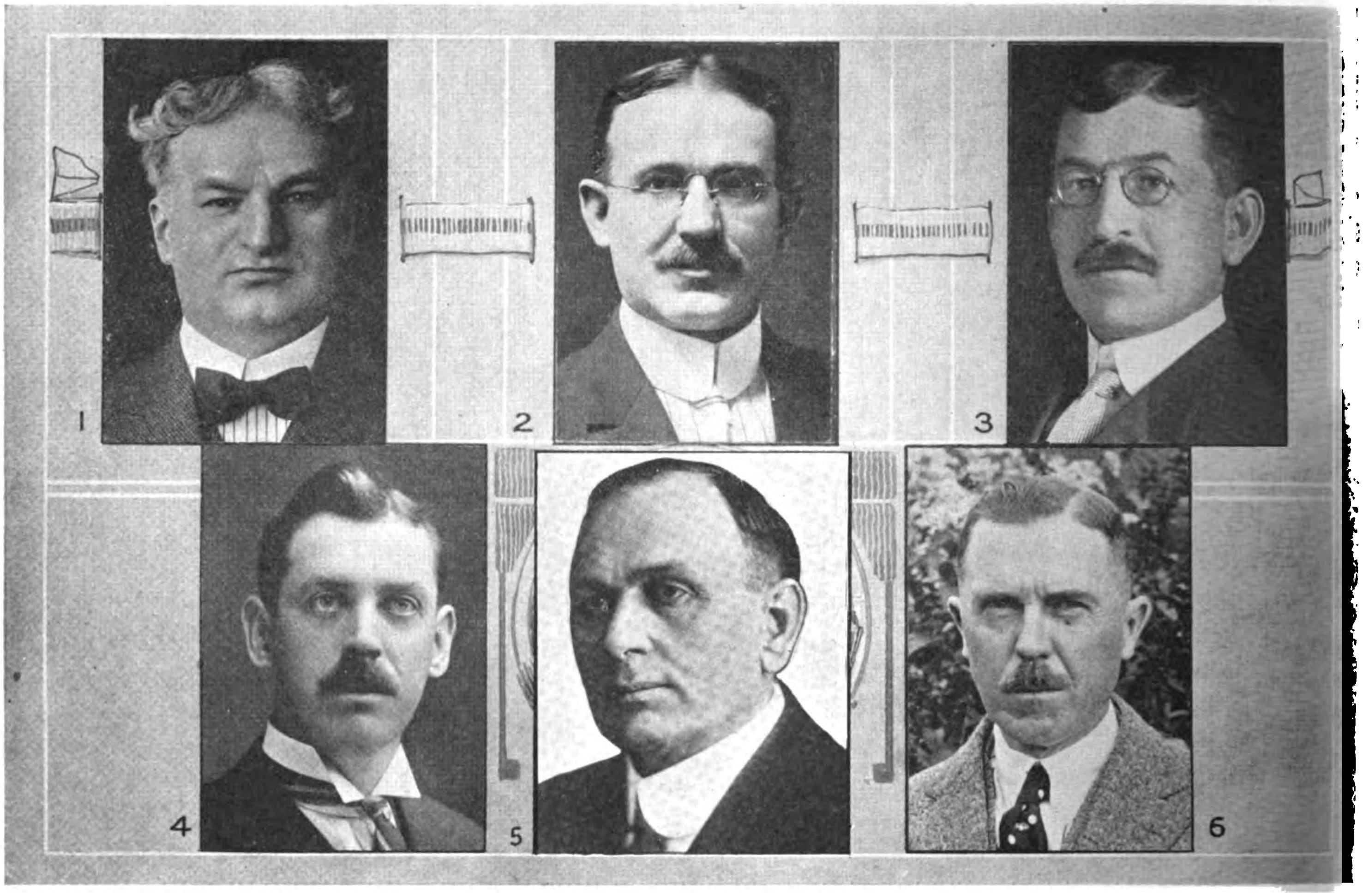
10:00 a. m.—Show open to dealers, jobbers and general public.
2:00 p. m.—Music by Garden Pier Orchestra.
2:30 p. m.—Bicycle roller racing, convention hall.
3:00 p. m.—Bicycle trick riding, convention hall.
7:30 p. m.—Music by Garden Pier orchestra.
8:00 p. m.—Bicycle Roller Racing, convention hall.
8:30 p. m.—Bicycle trick riding, convention hall.
9:00 p. m.—Dancing.
10:30 p. m.—Show closes.

SATURDAY, SEPT. 16

10:00 a. m.—Show opens to dealers, jobbers and general public.
2:30 p. m.—Concert by Garden Pier Orchestra.
8:00 p. m.—Bicycle Roller Racing, convention hall.
8:30 p. m.—Bicycle trick riding, convention hall.
9:00 p. m.—Dancing.
10:30 p. m.—Show closes.
Home Sweet Home

TEXAS IN TITLE RACES

Texas will be represented at the Atlantic City bicycle races September 16 by J. C. Barnett in the senior class and by George Howe, as junior champion from that State. Barnett took first in four of the five events held Aug. 27 while Howe won out at the Junior trials one week previous. Trials were held under the auspices of B. A. Dunn of the Starr Cycle Club.



The Show Committee. No. 1—W. G. Schack, Emblem Mfg. Co; No. 2—E. J. Lonn, Great Western Mfg. Co.; No. 3—Joseph Goodman, Sec'y Bicycle Mfr's Ass'n; No. 4—A. P. Curtis, Iver Johnson's Arms & Cycle Works; No. 5—C. A. Hawkins, Davis Sewing Machine Co.; No. 6—John P. Fogarty, Westfield Mfg. Co.

Who, What *and* Where *at* Atlantic City

DEALERS and jobbers who attend the Atlantic City show with a view to looking over the various lines of bicycles and accessories offered by the manufacturers will find their chief difficulty in choosing between the many fine things offered them. The list of exhibitors is representative and comprehensive. The dealer who does not find everything he wants must be exceedingly hard to please.

As a sort of an advance catalogue or first aid to the busy dealer who doesn't want to miss anything the following list of firms exhibiting, together with the products to be displayed and the men who will be in charge, is published:

AMERICAN NATIONAL CO.

Toledo, Ohio

(Space No. 9)

A big line of velocipedes and juvenile vehicles will be shown by the American National Co. Walter H. Diemer, Harry A. Diemer and P. T. Connell will be at your service.

AMERICAN WOOD RIM CO.

Onaway, Mich.

(Space No. 56)

E. J. Lobdell and R. O. Mead will take good care of you at this display and do their "derndest" to convince you that the Onaway brand of wood rims are the best on earth.

BEARINGS CO. OF AMERICA

Lancaster, Pa.

(Space No. 82)

President Jack L. Straub and Sales Engineer C. D. Adams will be here and they will have with them an interesting exhibit of Star cup and cone ball retainers, Star thrust retainers and open side magneto bearing retainers.

BEVIN BROS. MFG. CO.

East Hampton, Conn.

(Space No. 98)

If you want to let 'em know you're coming, try a Bevin Bell. W. S. Purple and J. Howell Conklin will have a full display of bells, toys, etc., at this booth.

CHICAGO HANDLE BAR CO.

Shelby, Ohio

(Space No. 65)

The Chicago Handle Bar Co. will have on display its popular line of bicycle handle bars. B. S. Keefer and C. S. Waters will be in charge.

THE COLSON CO.

Elyria, Ohio

(Space No. 52)

Children's vehicles and juvenile bicycles will be displayed by the Colson Co. President F. W. Colson and Secretary C. T. Glass will be there.

CONTINENTAL RUBBER WORKS

Erie, Pa.

(Space No. 102)

Secretary A. E. Caldwell and New York Manager B. W. Snowman will be in charge of the Continental exhibit, which will consist of Bicycle Tires, Tubes, Grips, etc.

THE CROSBY CO.

Buffalo, N. Y.

(Space No. 80)

The well known Crosby bicycle fittings

War comes to an end, but the old, old story goes on forever.

Our Genial Show Manager

SHOW MANAGER A. B. COFFMAN is perhaps the most titled man in the Cycle Industry. He is secretary and general manager of the Motorcycle and Allied Trades Association, as well as a member of its board of directors. He is also chairman of the M. and A. T. A. Competition Committee, and Secretary of the National Cycle Dealers' Association. Besides this, he is manager of the Bicycle and Accessories Show at Atlantic City this week, and will manage the Motorcycle, Bicycle and Accessories show in New York City next February. Not much time out for sleep for "A. B.," but he manages to keep smiling.

(stampings) will be shown here. Fay H. Battey will be glad to take your orders.

CYCLEMOTOR CORP.

Rochester, N. Y.

(Space Nos. 44, 45)

The Evans Power Cycle, America's featherweight motorcycle, will be displayed by the Cyclemotor Corp. It will have the distinction of being the only motor vehicle in the show. Sales Manager A. C. Rice and W. M. Banning will attend.

CYCLE TRADES OF AMERICA

New York City

(Space Nos. 100, 101)

Executive Secretary H. J. McCarthy will be here prepared to show and explain all of the valuable dealers' helps that the Cycle Trades of America places at the service of the bicycle dealers. Don't fail to call and take advantage of the business building assistance the secretary's office is eager to furnish you.

THE DAYTON STEEL RACQUET CO.

(Space Nos. 49, 50)

Here we will find our old friend Horace M. Huffman boosting a new line. He has got off of wheels and back on his feet and will now demonstrate to you why tennis is the greatest game on earth. If you don't believe it listen to Horace.

DUCKWORTH CHAIN & MFG. CO.

Springfield, Mass.

(Space No. 8)

Mr. J. J. Brandenburg will be glad to show you just how Duckworth chains are made and to tell you why you can't get along without them.

DAVIS SEWING MACHINE CO.

Dayton, Ohio

(Space Nos. 60, 61, 62, 63, 64)

The complete line of Davis Made bicycles, in all models, will be attractively arranged in this booth. That every visitor may be assured prompt attention, a big force of boosters will be on hand to welcome you. Among those present will be J. A. Yates, W. E. Stauter, L. B. Gould, W. N. McGreenery, O. J. Oberwegner, H. J. Forshay and H. K. Lister.

DIAMOND CHAIN & MFG. CO.

Indianapolis, Ind.

(Space No. 53)

It wouldn't be a real show or convention without President L. M. Wainright of the Diamond Chain & Mfg. Co., so you can be sure you will find him here. S. C. Hurley will also be on hand to hold down the lid while "Lou" slips out for a stroll on the Boardwalk.

EMBLEM MFG. CO.

Angola, N. Y.

(Space Nos. 42, 43, 44, 45)

Emblem and Pierce bicycles will be displayed by the Emblem Mfg. Co. President W. G. Schack will be assisted by B. H. Pauer, H. F. Seamark and W. H. Buchanan.

ECLIPSE MACHINE CO.

Elmira, N. Y.

(Space Nos. 2, 3)

Headed by General Manager J. C. Ferguson, the Morrow Coaster Brake and front hub boosters will be a regular delegation. Sales Manager Henry Bush, Chief Engineer W. L. McGrath, T. N. ("Bid the Morrow Man") Biddle and H. P. ("Horse Power") Fanning will all be on hand.

EXCELSIOR CYCLE CO.

Michigan City, Ind.

(Space Nos. 84, 85)

Salesmanager and newly elected Vice President H. G. Pruett will extend the glad hand and tell you all about the good points of the Michigan City brand of bicycles. He will be assisted by H. A. Carstens.

THE FEDERAL RUBBER CO. OF ILLINOIS

Cudahy, Wis.

(Space No. 17)

Three good men and true, H. A. Githens, G. H. Hamilton and F. J. Dougherty, will be found in this booth, surrounded by Federal Bicycle Tires. You're bound to like them.

FISK RUBBER CO.

Chicopee Falls, Mass.

(Space No. 66)

L. N. Southmayd, who besides boosting Fisk bicycle tires, also does a lot of work for the Cycle Parts and Accessories Association, of which he is president, will supervise the Fisk tire display. If you want to know how to get the boys interested ask Southmayd or William Wield, or C. S. Bradley.

THE B. F. GOODRICH RUBBER CO.

Akron, Ohio

(Space No. 57)

Goodrich Bicycle tires and accessories will be in charge of A. G. Underwood, F. H. Harris, H. P. McWilliams and W. A. Donovan.

GREAT WESTERN MFG. CO.

LaPorte, Ind.

(Space Nos. 38, 39, 58, 59)

Major A. E. Lonn, E. H. Leng and H.

The Busiest Man of Them All

EVERYBODY who goes to the annual Atlantic City conventions expects to have a good time, and nobody is ever disappointed. The reason is that the arrangements for the business and social features of the gathering are in the hands of Frank T. Chase, chairman of the entertainment committee. He has it down to a fine science and he doesn't shy at hard work. When the rest of the conventionites are sleeping after a hard day's work or play, as the case may, Chase is burning the midnight Mazda, and figuring out some surprise for the resting ones to find in their mail box next morning. If anyone wants anything Chase is the man who gets it. He's on the job 25 hours every day. He must sleep sometime, but no one ever caught him at it.

Frank T. Chase

P. Tozier of the newly established New York branch will do the honors at the Great Western display of bicycles and Bicypedes. You'll find President E. J. Lonn not so far away, but he has put it up to the "boys" to run the show.

D. P. HARRIS HDW. & MFG. CO.

99 Chambers St., New York

(Space Nos. 19, 20, 21, 32, 33, 34)

President D. P. Harris, Secretary E. H. Watson, Pacific Coast Representative H. S. Cooke, E. Kirwin and C. C. Hoins, Jr., will be very busy with the display of Rollfast, Blue Ribbon, Gold Medal, Princeton, Roamer bicycles, rollfast velocipedes and Rollfast handle bars, tires and accessories.

THE INTERNATIONAL STAMPING COMPANY

400 N. Leavitt St., Chicago

(Space No. 31)

The display of International bicycle accessories will be under the supervision of W. R. Green and Ella Green.

IVER JOHNSON'S ARMS & CYCLE WORKS

Fitchburg, Mass.

(Space No. 47, 48)

Iver Johnson bicycles and velocipedes will occupy this booth. A. P. Curtis, H. L. Wadsworth and R. Johnson will do the honors.

K. & C. MFG. CO.

Henniker, N. H.

(Space No. 10)

No gathering of the bicycle trade is complete without that veteran, Clinton Lovell. He'll be with the K. & C. Lock Joint Wood Rims. J. W. Doon will also be present.

THE KELLY HANDLE BAR CO.

5017 Perkins Ave., Cleveland

(Space No. 67)

Our old friend, Charles E. Weaver, manager of the Handle Bar Dept. of the American Stove Co., will be here with Kelly Handle Bars and Stems.

Our Star Bicycle Booster

FRED ST. ONGE, Bicycle Booster par excellence and publicity man de luxe will be one of the bright and shining lights at the Atlantic City Convention. Probably no man is better known in the bicycle field and certainly none has obtained as much favorable publicity for the bicycle as St. Onge. His years of work first for an association of manufacturers and since the last Chicago show for the Cycle Trades of America have done more to create public interest in the bicycle than any other one thing. Fred is a wonderful mixer and he knows how to get the newspapers lined up and shouting for the bicycle. He has staged bicycle parades and outings in every city of importance in the country and many that are not so important. Watch for the Atlantic City parade. It will be a humdinger.

Fred St. Onge

KOKOMO RUBBER CO.

Kokomo, Ind.

(Space No. 81)

The Kokomo bicycle tire line will be attractively displayed at attractive prices. D. L. Spraker will be on hand.

MEAD CYCLE CO.

Chicago, Ill.

(Space Nos. 70 71, 72, 73, 74, 75)

Secretary and Advertising Manager W. M. C. Foster and Eastern Sales Manager Park J. Larmon will see that everyone knows about Mead bicycles.

H. & F. MESINGER MFG. CO.

432 Austin Place, New York

(Space No. 5)

The well known line of Mesinger saddles will be here for the inspection of jobbers, dealers and manufacturers. F. W. Mesinger will be in charge.

THE MIAMI CYCLE & MFG. CO.

Middletown, Ohio

(Space Nos. 35, 36, 37)

President Edgar Boren, Sales Manager Edgar Boren, Jr., and Eastern Representative H. A. Gliesman will be here to show you the Miami made line of bicycles, consisting of the Raycycle, Miami, Hudson, and Flying Merkel.

MOTORCYCLE AND BICYCLE ILLUSTRATED

New York

(Space No. 99)

America's Greatest Cycling Magazine invites you to call and get a copy of the Special Atlantic City Show and Convention number. During the week's activities President Frank Meyers, Vice-President and Managing Editor W. H. Parsons, Treasurer and Eastern Representative David Meyers, Editor Walter Bardgett and Advertising Manager G. C. Williams will be on hand to greet our good friends in the industry.

THE NEW DEPARTURE MFG. CO.

Bristol, Conn.

(Space Nos. 68, 69, 76, 77)

New Departure Coaster Brakes for bicycles and velocipedes, bells and other bicycle accessories will be on exhibition. President DeWitt Page, M. J. Horton, C. F. Olin, L. G. Sigourney, A. E. Griffith, W. E. Rogers and E. W. Mink ought to be able to make it interesting for all visitors.

PERSONS-MAJESTIC MFG. CO.

Worcester, Mass.

(Space No. 40)

President Charles A. Persons will be assisted by H. L. Dow and Frank E. Billings, and they will have the full line of Persons-Majestic bicycle and motorcycle saddles and pedals to show you.

A. SCHRADER'S SON, INC.

Brooklyn, N. Y.

(Space Nos. 78, 79)

Accessories Sales Manager M. H. Tisne will be master of ceremonies here. Bicycle and Motorcycle valves and other accessories will be on display.

STANDARD WELDING CO.

Cleveland, Ohio

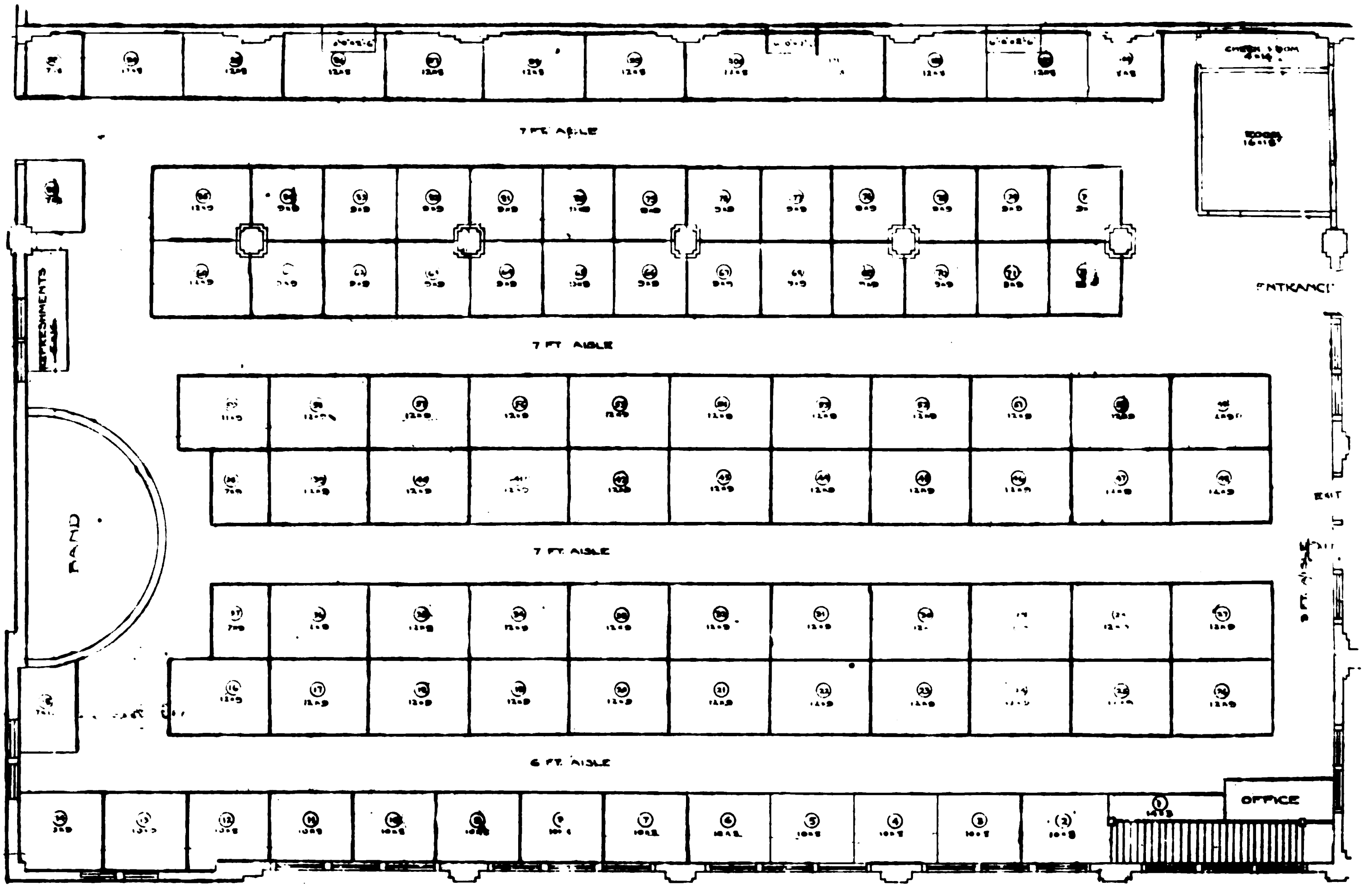
(Space No. 16)

Bicycle and Motorcycle Tubing and parts will constitute the exhibit at this booth. R. D. Malm will do the honors.

First Aid to the Dealers

ONE of the most energetic men connected with the cycle field is Harry J. McCarthy, Executive Secretary of the Cycle Trades of America. "Mac," as he is generally called, is a hustler of real ability. It is his job to take care of the dealers and help them conduct their various races, parades and other activities that mean so much to the boosting of the bicycle business. He is busy all the time, but a few months before National Bicycle Week he has to throw 'er into extreme high and from that time until the big affair is over it is woe to anyone that calls at his headquarters at 35 Warren street, New York, unless they have some real business to attend to. "Mac" will be at Atlantic City from early Monday until late Saturday and will have charge of the Cycle Trades of America booth, where he will show to dealers, manufacturers, jobbers and prospective buyers just what the C. T. A. is doing in the line of publicity through the main office and through Fred St. Onge, the missionary.

H. J. McCarthy



American-National Co., Toledo, Ohio—9.
American Wood Rim Co., Onaway, Mich.—56.
Bevins Bros. Mfg. Co., East Hampton, Conn.—98.
Bearings Co. of America, Lancaster, Pa.—82.
Chicago Handle Bar Co., Shelby, Ohio—65.
The Colson Company, Elyria, O.—52.
Cyclemotor Corporation, Rochester, N. Y.—44-45.
Continental Rubber Works, Erie, Pa.—102.
Cycle Trades of America, New York City—100-101.
Crosby Company, The, Buffalo, N. Y.—80.
Davis Sewing Machine Co., Dayton, O.—Nos. 60 to 64 inc.
Diamond Chain Mfg. Co., Indianapolis, Ind.—53.
Duckworth Chain & Mfg. Co., Springfield, Mass.—8.
The Dayton Steel Racquet Co., Dayton, Ohio—49-50.
Eclipse Machine Co., Elmira, N. Y.—2-3.
Emblem Mfg. Co., Angola, N. Y.—42-43-54-55.
Excelsior Cycle Co., Michigan City, Ind.—84-85.
Federal Rubber Co., Cudahy, Wis.—17.
Fisk Rubber Co., Chicopee Falls, Mass.—66.
Great Western Mfg. Co., La Porte, Ind.—38-39-58-59.
B. F. Goodrich Rubber Co., Akron, Ohio—57.
D. P. Harris Hdw. & Mfg. Co., New York City—19-20-21-32-33-34.
Iver Johnson Arms & Cycle Wks., Fitchburg, Mass.—47-48.
International Stamping Co., Chicago, Ill.—31.
Kokomo Rubber Co., Kokomo, Ind.—81.
Kelly Handle Bar Co., Cleveland, Ohio—67.
K. & C. Mfg. Co., Henniker, N. H.—10.
Mead Cycle Co., Chicago, Ill—70 to 75 inc.
H. & F. Mesinger Mfg. Co., New York City—5.
Miami Cycle & Mfg. Co., Middletown, O.—35-36-37.
Motorcycle & Bicycle Illustrated, New York City—99.
Motorcycling & Bicycling, Chicago, Ill.—22.
New Departure Mfg. Co., Bristol, Conn.—68-69-76-77.
Persons-Majestic Mfg. Co., Worcester, Mass.—40.
W. J. Surre, Erie, Pa.—6-7.
Stevens & Co., New York City—41.
A. Schrader's Son, Inc., Brooklyn, N. Y.—78-79.
Tiley Pratt Co., Essex, Conn.—18.
The Torrington Co., Torrington, Conn.—86
Troxel Mfg. Co., Elyria, O.—11.
Standard Parts Co., Cleveland, O.—16.
Veeder Mfg. Co., Hartford, Conn.—46.
Westfield Mfg. Co., Westfield, Mass.—23 to 30 inc.
Williams Steel Wheel & Rim Co., Utica, N. Y.—4.

STEVENS & CO.
375 Broadway, New York

(Space No. 41)

Bicycle parts and accessories will constitute the Stevens display. President Louis Schwab and Jas. M. Landis will take turns on the reception committee.

W. J. SURRE
Erie, Pa.

(Space Nos. 6, 7)

This is going to be one of the busiest booths at the show. Here will be displayed the big line represented by "Bill" Surre, including coaster brakes, hubs, screw parts, rubber grips, bicycle tires, mud guards, braces, etc., Sterling Bicycle Bells and Rastetter Wood Rims. Here you will find, besides Mr. Surre, R. W. Dick, E. E. Baldwin, H. J. McCauley and F. A. Fabrey.

TILEY-PRATT CO.
Essex, Conn.

(Space No. 18)

A bicycle wheel is no good without spokes. If you don't believe it, call around and ask C. B., C. A. and M. C. Tiley or P. L. Sampsell, who say they are prepared to prove it.

TORRINGTON CO., STANDARD PLANT
Torrington, Conn.

(Space No. 86)

Two old standbys, Charles E. Morehouse and E. Frost Knapp, will make it a point to see that you feel at home in the Torrington display of Spokes, Nipples and Pedals.

TROXEL MFG. CO.
Elyria, Ohio

(Space No. 11)

Jack Brandt will probably have his old Fedora cocked over one ear, but he won't miss a chance to tell you how easy it is to ride on a Troxel Saddle.

VEEDER MFG. CO.
Hartford, Conn.

(Space No. 46)

Lots of the boys like to know how far they have ridden. The Veeder Cyclometers will tell you. W. C. Waldo and R. E. Eddy will show you how they work.

WESTFIELD MFG. CO.
Westfield, Mass.

(Space Nos. 23, 24, 25, 26, 27, 28, 29, 30)

Looks like they were going to shut up the offices at Westfield on show week, for everybody is going to be at Atlantic City to spread the merits of the Westfield made bicycles and velocipedes. Secretary and General Manager John P. Fogarty will command a right good crew, consisting of General Sales Manager L. D. Harden, Manager of Jobbing Sales C. J. Fogarty, Special Representative B. A. Edgar and Traveling Salesmen C. A. Leander, F. R. Swayne, D. J. Ryan, M. R. Spear and W. F. Reigner.

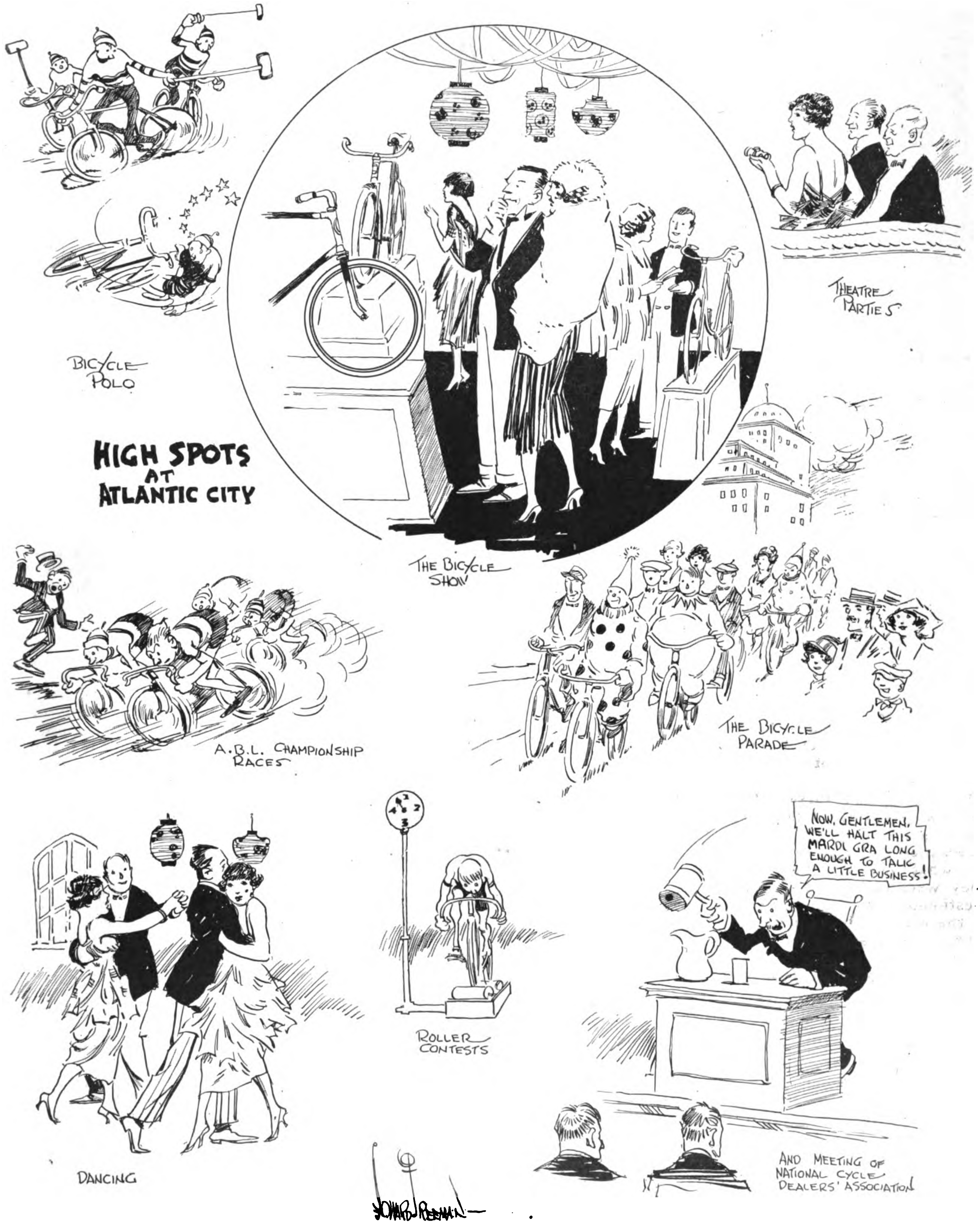
WILLIAMS STEEL WHEEL & RIM COMPANY
Utica, N. Y.

(Space No. 4)

Sales Manager D. H. Wetzel will explain to you just why Williams Bicycle Rims are all to the good.

WEEKLY WHIRL of WHEELS

HIGH SPOTS AT ATLANTIC CITY


BICYCLE POLO
THE BICYCLE SHOW
THEATRE PARTIES
A.B.L. CHAMPIONSHIP RACES
THE BICYCLE PARADE
NOW, GENTLEMEN, WE'LL HALT THIS MARDI GRA LONG ENOUGH TO TALK A LITTLE BUSINESS!
DANCING
ROLLER CONTESTS
AND MEETING OF NATIONAL CYCLE DEALERS' ASSOCIATION

A Virgin Bicycle Market

Every Police Department In the Country Is a Bicycle Prospect. It's Up to the Manufacturers and Dealers to Make the Sales

By W. H. Parsons

BICYCLES have been used in the police departments of American cities for over twenty years, but despite this fact the sale of bicycles for police use is an almost virgin market. What bicycles are in use have practically all of them been bought by department heads, who from their own observations, have become convinced that bicycles would be practical time and money savers for their departments. They have not bought bicycles in response to the sales efforts of the dealers.

Because of the more spectacular character of the service rendered the work of the motorcycle policeman is well known and there is scarcely a city in the country large enough to have a regularly organized police department in which one or more motorcycles are not part of the regular equipment. The same should be true of the bicycle, and it will be true if the bicycle manufacturers and dealers go after the business with the same effort that is put into selling motorcycles to police departments by motorcycle manufacturers and dealers. In fact, it should be easier to sell bicycles to police departments than it is to sell motorcycles. The first cost is less, the service rendered is just as important and the maintenance is far less difficult and less expensive. Barring accidents, which are rare to bicycle officers, an occasional tire is about the limit of maintenance expense during the life of the bicycle and this, of course, is a good many years.

Motorcycle and Bicycle Illustrated was asked recently if there were any figures available on the number of bicycles used by police departments and for what purpose they were used. They were no figures at hand but a questionnaire was sent out to over 100 of the more important cities in the United States, asking the police chiefs of these cities to give the number of bicycles used by their department and to state briefly the character of service required of them. Practically all replied and the figures given are printed in the accompanying table.

To begin with, less than 30 per cent. of the cities questioned use bicycles at all. The proportion is probably no greater in smaller cities. New York is, of course, the greatest user of bicycles, having over 1,000 in its police department. Other cities using them extensively are Atlanta, Ga.; Detroit, Michigan, and Washington, D. C. Buffalo, Birmingham, Dallas, Fort Worth, Tex.; Norfolk, Va.; Oklahoma City, Providence, R. I.; Richmond, Va., and Yonkers, N. Y., also have fairly large bicycle squads.

> **SURELY it should not be difficult to convince every police chief in the country that the efficiency of his department would be increased by the adding of bicycles to his equipment. Some dealer in every city is going to get this business. It will most likely be the dealer who is first on the job, provided he takes the trouble to study the needs of his particular department and goes prepared to show the head of it just what bicycle equipment will do for him.**

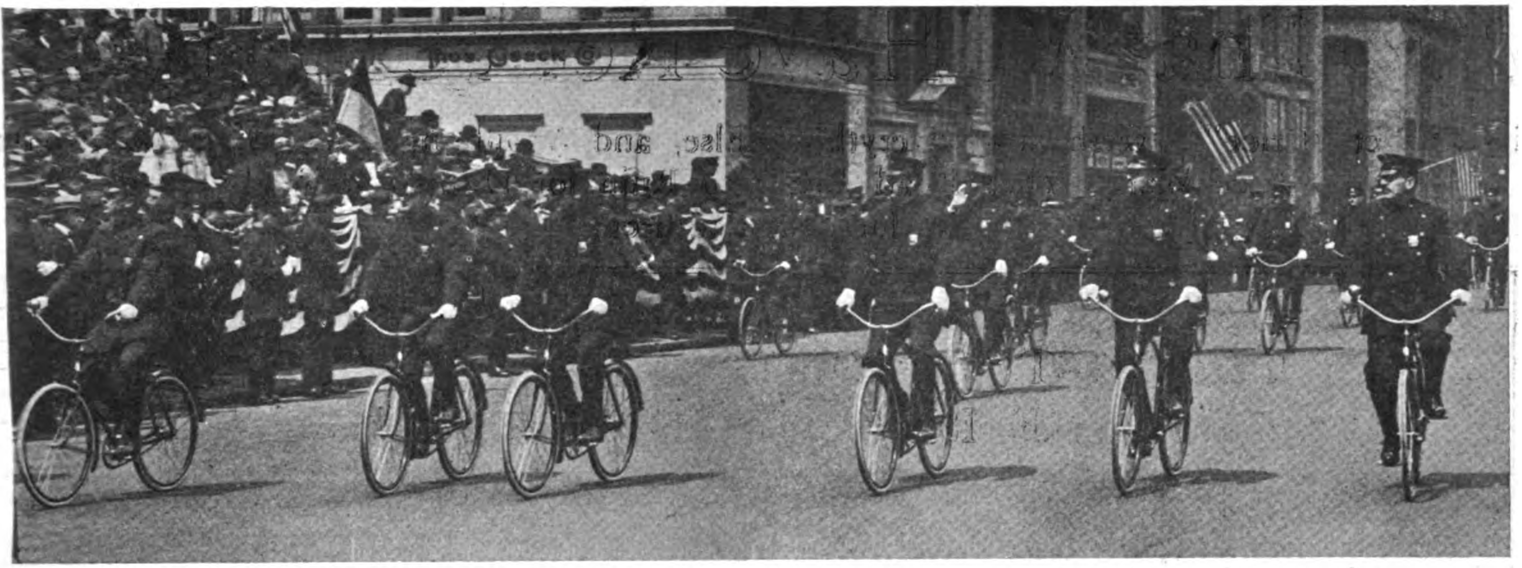
Captain R. H. Cooke, of the U. S. Police, at the Capital, and who is now attached to the Department of Agriculture, despite his 82 years takes his daily bike ride through the streets of the Capital.. He served 58 years on the force, thirty of which were spent on his bicycle.

While some of the cities use their bicycle officers in the regulation of traffic and to answer emergency calls the chief service rendered is in patroling residential districts, where one officer on a bicycle can cover twice or three times as much territory as an officer on foot, and do it more efficiently. He passes a given point oftener, with less exertion to himself, and is prepared to get to the place he is needed at real speed. Not only is the department efficiency increased by the use of bicycle patrolmen, its expenses are lessened. These are sales arguments that should appeal to every department head, no matter how small his department may be. Even if he has but one or two patrolmen their efficiency can be doubled by supplying them with bicycles. Surely it should not be difficult to convince any live department head that the investment of the price of bicycle equipment would be a good one for his department.

Some dealer in every city not now using them has a chance to sell one or more bicycles to his police department. It will most likely be the dealer who is first on the job, provided he takes the trouble to study the needs of his particular department and goes prepared to show the head of it just what bicycle equipment will do for him. And also provided that he has the right kind of a bicycle to sell.

Experienced officers favor a medium weight roadster, strong and sturdy but as light as possible without sacrifice of stability. It must run easy. Gearing will be suggested by the character of the territory, whether it is level or hilly, and by the officer who is to ride the machine. The wise dealer will pay special attention to seeing that the bicycles he sells are properly geared, for if they are not, the officers assigned to ride them will be knockers instead of boosters.

And talking about boosters. There are several in New York. Among them is Officer Charles J. Speckenbach, of the 57th Police Precinct. He has been connected with the Bicycle Squad of the New York police department for over seventeen years and during that time has rolled up close to 200,000 miles. That's quite a lot more than the



"Eyes right"—A company of New York's finest passing the reviewing stand at Fifth avenue and Broadway, on Police Parade day.

average foot patrolman could cover. Officer Speckenbach averages between 40 and 50 miles a day on his regular beat but despite this he rides a lot when he is off duty. He says he takes a two-mile ride every morning before breakfast just for the exercise, and then goes out and rides his beat all day. "Every man, woman and child should ride a bicycle for the exercise," says Speckenbach.

Thomas Nelson, also attached to the 57th Precinct, and a chum of Speckenbach, has almost as much mileage piled up as Speckenbach, but he is also a stunt rider, able to do almost as many tricks on a bicycle as Fred St. Onge. They have taken numerous bicycle tours and they have chased burglars together, one of their notable captures being of two thieves who robbed a Riverdale mansion and escaped with the loot in a sidecar. Nelson and Speckenbach took after them on bicycles and captured them at Van Cortland Park.

The point is that the bicycle should be just as much a part of the equipment of every modern police department as the motorcycle. It delivers the goods. It is simply up to the people who make and sell them to spread the propaganda.

Following is the statistical table showing how police departments are now using bicycles.

City	No. Used	Character of Service
Atlantic City, N. J.	25	Patrol duty
Atlanta, Ga.	30	Patrol duty
Akron, Ohio	0	....
Albany, N. Y.	0	....
Boston, Mass.	6	Park and residence patrol
Baltimore, Md.	0	....
Bayonne, N. J.	0	....
Buffalo, N. Y.	15	Park patrol & precinct calls
Brockton, Mass.	0	....
Bayonne, N. J.	0	....
Birmingham, Ala.	12	Patrol in suburbs
Bridgeport, Conn.	6	Park and residence patrol
Chicago, Ill.	0	....
Cleveland, Ohio	0	....
Cincinnati, Ohio	0	....
Columbus, Ohio	0	....
Charleston, S. C.	4	Traffic
Covington, Ky.	0	....
Cambridge, Mass.	0	....
Camden, N. J.	0	....
Detroit, Mich.	45	Park patrol and emergency calls
Denver, Colo.	7	Patrol
Duluth, Minn.	0	....
Des Moines, Ia.	0	....
Dayton, Ohio	0	....
Dallas, Tex.	10	Patrol
Elizabeth, N. J.	6	Patrol
Evansville, Ind.	6	Emergency calls
Erie, Pa.	0	....
East St. Louis, Ill.	0	....
Forth Worth, Tex.	16	Night patrol
Fort Wayne, Ind.	0	....
Fall River, Mass.	0	....
Grand Rapids, Mich.	0	....
Hoboken, N. J.	6	Regulating traffic
Harrisburg, Pa.	3	Regulating traffic & emergency
Holyoke, Mass.	1	Patrol
Hartford, Conn.	0	....
Houston, Tex.	0	....
Indianapolis, Ind.	0	....
Jersey City, N. J.	0	....
Jacksonville, Fla.	0	....
Kansas City, Mo.	0	....
Kansas City, Kas.	0	....
Los Angeles, Cal.	0	....
Louisville, Ky.	0	....
Little Rock, Ark.	0	....
Lawrence, Kas.	0	....
Lowell, Mass.	0	....
Lynn, Mass.	0	....
Milwaukee, Wis.	0	....
Minneapolis, Minn.	0	....
Manchester, N. H.	0	....
Mobile, Ala.	2	Traffic
Memphis, Tenn.	0	....
New York City	1085	....
Newark, N. J.	0	....
New Orleans, La.	0	....
Norfolk, Va.	10	Patrol
New Haven, Conn.	4	Patrol
Nashville, Tenn.	3	Park patrol
New Bedford, Mass.	0	....
Oklahoma City, Okla.	10	Patrol
Omaha, Neb.	0	....
Passaic, N. J.	3	Patrol
Pittsburgh, Pa.	0	....
Portland, Ore.	0	....
Providence, R. I.	22	Patrol
Peoria, Ill.	0	....
Portland, Me.	0	....
Phoenix, Arizona	0	....
Paterson, N. J.	0	....
Quincy, Ill.	0	....
Rochester, N. Y.	0	....
Richmond, Va.	10	Patrol
Raleigh, N. C.	0	....
Reading, Pa.	0	....
St. Louis, Mo.	0	....
San Francisco, Cal.	0	....
Seattle, Wash.	0	....
St. Paul, Minn.	0	....
St. Joseph, Mo.	0	....
Somerville, Mass.	0	....
Schenectady, N. Y.	0	....
Savannah, Ga.	0	....
South Bend, Ind.	0	....
Salt Lake City, Utah	5	Patrol
Superior, Wis.	0	....
Scranton, Pa.	5	Patrol
Spokane, Wash.	0	....
San Antonio, Tex.	0	....
Springfield, Mass.	7	Patrol
Toledo, Ohio	0	....
Troy, N. Y.	0	....
Terre Haute, Ind.	0	....
Trenton, N. J.	0	....
Tacoma, Wash.	0	....
Utica, N. Y.	0	....
Washington, D. C.	64	Patrol and Traffic regulations
Worcester, Mass.	0	....
Waterbury, Conn.	0	....
Wilkesbarre, Pa.	0	....
Wheeling, W. Va.	0	....
Yonkers, N. Y.	20	Patrol
Youngstown, Ohio	0	....
Wilmington, Del.	0	....

Thomas F. Griffin, 46th precinct, N. Y. Police

After looking over the foregoing list it should be plain to anyone that the bicycle dealers have not been paying much attention to police business. And this list is only a very small proportion of the cities in the country, every one of which is a live prospect for some enterprising dealer.

SEEN IN DAYTON

THERE were three boys on Davis avenue on a bicycle hauling ice in a cart hitched on behind. One was on the seat of the bicycle, one on the handle bars and the other clinging to the back of the boy on the seat and doing the pedaling. "Boys is Boys."

Now That We Have Reduced Prices

Don't Let "Price" Overshadow Everything Else, and Avoid the Curse of a Cutthroat Price War. That Road Leads to Ruin for Dealers as Well as for Manufacturers

FOR many months the dealers have been demanding a reduction in bicycle prices. Now the manufacturers have met that demand with a very substantial cut, and it is strictly up to the dealers to make good on their claims that reduced prices would result in a greatly increased volume of sales.

The manufacturers have cut the price in the face of the prospect of increasing costs of production. The coal and railroad strikes have made it certain that for another year or more fuel and transportation bills are not going to be reduced. Even wages are on the upward trend, though high wages will doubtless be offset by increased efficiency on the part of the wage earners. This is really the most hopeful sign in the sky. We are getting our heads out of the clouds and our feet back on the ground. We are actually beginning to realize that high wages are intended to be earned as well as spent and that if we want fat pay envelopes we have got to give a full day's work in return for them. This applies to the cycle merchant as well as to the wage earners.

The recent announcement of increased wages in the steel industry, made because the industry was beginning to find it difficult to get labor at previous wages, and the knowledge that with the settlement of the rail and coal strikes it would be still more difficult to hold labor, are not the only indications of improving conditions. Unemployment is decreasing all over the country. We are rapidly getting back to general prosperity, but it is a different kind of prosperity than that of the boom times immediately following the end of the war. It is really "earned" prosperity, not the "easy money" prosperity.

We have learned our lesson and are now ready to give a full day's work for a full day's pay, and this means that though wages are more likely to go up than to go down, production efficiency will also be increased and the labor cost in our shops and factories will actually be reduced. This and the expectation of greatly increased sales are the reasons that have influenced the manufacturers to slash prices on bicycles during the recent month.

This puts it squarely up to you, Mr. Dealer. You are just as much a wage earner as the man in the factorv. His

THE PAST IS GONE THE FUTURE IS BRIGHT

By E. J. Lonn, President Bicycle Manufacturers' Association

TO the bicycle dealer, I send greetings.

There are better days and a larger business and a brighter future for you in the bicycle business if you co-operate and coordinate with the bicycle manufacturer.

The entire industry has been clamoring for lower prices, and the manufacturers have been begging for quantity production, and you realize that it is utterly impossible to have low prices without having a very large production, and to get a large production means that the dealer must be working hard and pulling for a large volume of business. Otherwise, there is no such thing as volume production, and without volume production there cannot be lower prices.

The bicycle manufacturer during the past two years has not had a sufficient volume of business from you to justify even the prices that have been made during the past year, and I am dwelling on this subject, because of its importance.

E. J. Lonn

We are now inviting you to attend the bicycle show and annual meeting of the industry at Atlantic City from September 11 to 16, where you will find a welcome from the entire industry; where you will find the bicycle manufacturer showing his new models and his full line of bicycles for the ensuing year, and at such attractive prices that most of you will have a real surprise, and all that remains is for you to be in attendance; come to Atlantic City, compare the various exhibits and the various models. Look into the matter of the agency that you want. Then sign up for some one of these agencies, and go home with a determination that you are going to sell bicycles, and then do business.

Get ready for your business fight, and see that every person that should ride a bicycle does ride a bicycle. Do not wait for your customer to come into your store. Have an attractive store and attractive windows. Do some good advertising, with which the manufacturers will help you, and supply you with matter to use that is effective and forceful, and then forget the past two years and their trials and annoyances and start out to win.

There is no place in the industry for the indifferent man. If you do not like the bicycle business, get out of it and let someone get into the business that does like it, and will make a success.

Cut out all your scrapping with the manufacturer, and show an earnest and honest purpose to work with him and to sell bicycles, and then concentrate your efforts and you will accomplish a greater success than having too many different lines and too many different models.

Arrange your business so that you can handle time payment sales, because they will also increase the volume of your business, and in conclusion I want to say, if you have any old merchandise on hand, get rid of it now.

—*Let's* Get Busy and Sell Bicycles

increased efficiency is in the form of more accomplished in a given time. of more sales effort. Don't think that Your increased efficiency is in the form because prices have been cut that the public is going to flock into your store and demand bicycles. They won't do it. The bicycle dealer who balances his books with a nice showing on the profit side of the ledger at the end of the 1923 season is going to be the one who has hustled like blazes for the business during the previous twelve months.

The American manufacturers have not stopped with producing the best bicycles in the world. They are advertising liberally to sell the bicycle idea to the general public. They have all provided numerous sales aids for the dealers retailing their output. A great deal of thought has been put into the preparation of the window cards, posters, circulars, form letters, etc., that are supplied by different manufacturers. In addition to the material supplied direct by the manufacturers, they have organized the Cycle Trades of America and through it any dealer with real ambition can get many merchandising helps, either free or at a nominal cost. And in addition to all of this, Motorcycle and Bicycle Illustrated contains every week ideas and suggestions that can be turned into sales. It will be hard for any dealer to find an excuse for failure to greatly increase his sales during the next twelve months.

There is one danger that should be avoided. Don't let "price" take such a predominating place in your sales campaign that it overshadows everything else. Mere "cheapness" is not always the best sales argument, and this applies to the manufacturer as well as to the dealer. A cut-throat price war will be disastrous. No thoughtful manufacturer or dealer will start anything of that kind. The dealers cannot be expected to buckle down to real hard work if they have the idea that there is a likelihood of frequently changing factory prices. If dealers start cut-throat price competition in their respective communities, all we have gained toward stabilization will be lost. General business conditions are improving largely because the public has come to the conclusion that the era of dropping prices is over and is making up its mind that it might as well buy now as later in the season.

Let the prices announced in connection with the Atlantic City show be maintained. Should the buying public get the idea that there is a chance of a price war it will be difficult to sell at any price. The thing to do is to sell bicycles on their merits at fair prices. It can be done.

FORWARD! MARCH!

By Tennant Lee, President National Cycle Dealers' Association

FELLOW Members of the National Cycle Dealers' Association—Greetings:

Once again since being honored with the presidency of your organization at the last Chicago National Show, it is my pleasure to address you, and it is with sincere regret that I confess the inability to be among you and talk to you in person at this time. The 1923 motorcycle season is now fairly launched and this show which you are attending represents the inauguration of the new bicycle year.

Tennant Lee

Thus the two producing branches of the industry have gotten into their stride for another BIG business year—Let us do likewise! Let us forget the past and look to the future!

There is much to be done individually and collectively: As individuals we must strive to become better merchants, to make our business our business in reality and to do everything possible to elevate its standing in the eyes of the world, for it is *there* we seek our livelihood!

A business is judged by those who represent it, and the general appraisal of the cycle trade will be based on the appearance of ourselves and our establishments, our methods and our activities. These are the fundamentals from which we must work upward.

While there has been a most gratifying and steady growth in our membership since the last National show, there have been signs of lagging in some sections. To become the force and power in the industry that we are heir to, we must acquire the necessary strength of numbers that commands respect and attention. Strength in numbers means constant membership growth!

For the present that strength can come only from individual recruiting by those already enrolled to swell our ranks by large additions from those still outside the fold. Some one asked you to join and convinced you that membership was worth while. Have you done as much toward another non-member as an earnest effort of your contribution of helpfulness in building up your association? It is never too late to get a new member!

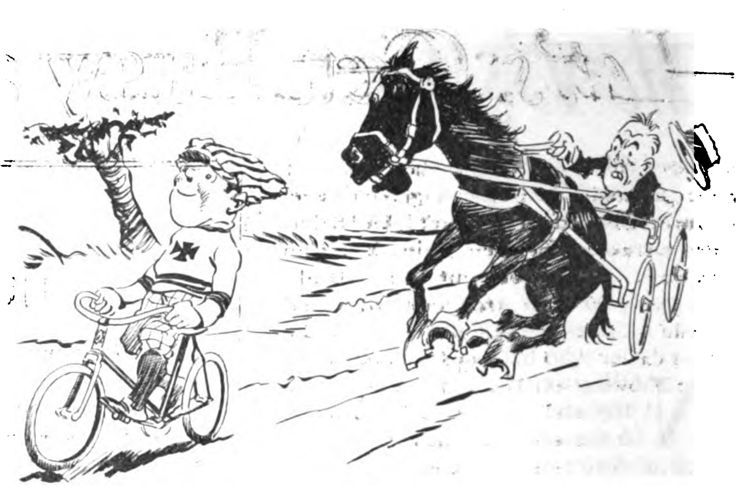
If we are to better ourselves in the trade and with the public, if we are to fight your fight against adverse legislation, if we are to foster the interests of the users of the products we sell—your customers and mine—we must have the war chest of men and money!

To those who have worked hard toward this goal I tender my heartfelt appreciation and sincere thanks, and graciously request that they do not relax their efforts.

For those who perhaps have not realized our great need of their co-operation I would say—not one word of censure—but that non-co-operation is a baneful influence in any body aspiring to advance. All great movements in the world today are basically dependent for their success on the wholehearted co-operation of those directly associated with those movements.

We cannot go backward; we cannot stand still. We must go forward. We can go forward. *We will go forward!* Deeds, not words, can be the only answer that will truly record our progress!

The Good Old Days



By Howard Freeman

REMEMBER when the village barber was the bicycle dealer in the small towns and every city had a bicycle club and there were bicycle races at every county fair in the country? Do you? Gosh, weren't those the happy days and didn't the boys of that epoch of the silent steed, as the bike then was called, have fun? The bikers of the present age will never know what they missed. In those grand old times the bicycle was the king of the road. They had the right of way. Horses shied at the shiny, silent wheels and drivers respected the riders. There were no road hogs in motor vehicles to toot their horns and scare the life out of you if you didn't rush over to the curb or the rough edge of a country road.

In those old days we are dwelling on the bicycle shops were the delightful hangouts for the fellows who had wheels and the horrible odor of Vimoid was sweeter than heliotrope in the nostrils of the fellow fortunate enough to own a bicycle.

The favorite literature of these boys of the old days was the new bicycle catalogs telling about all the new improvements and the biggest event in town was the arrival of the new Stearns' model or spring fork Victors, and other popular makes, and when Col. Pope's newest Columbia creation came to town it called for more attention than Bill Bryan's 16 to 1 silver plank in the Democratic platform.

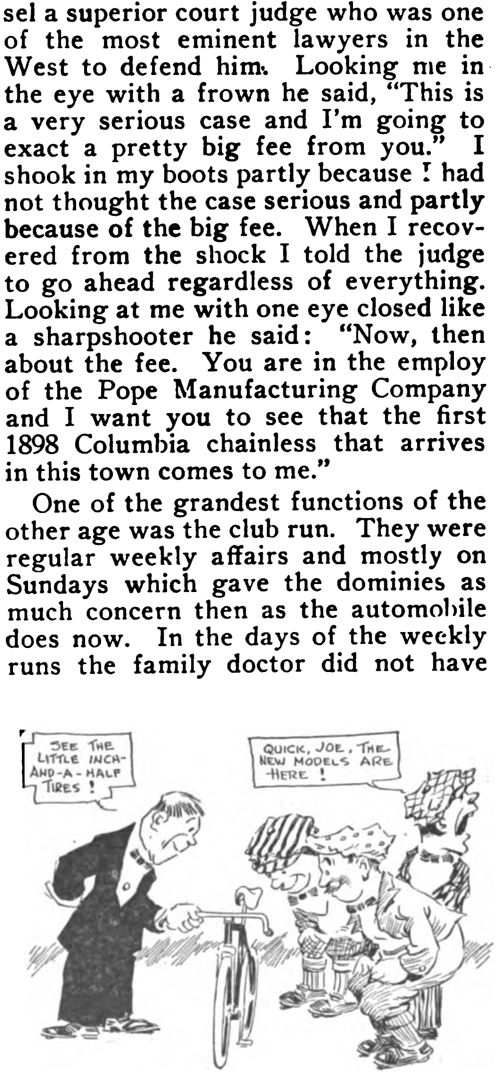
Ah, yes, boys, those were the days! And when in the early spring some chap rode down the main street with the first new model of the year wasn't he the proud fellow and didn't every one including the mayor, stop and look wistfully at rider and covetously at the steed on which he was mounted? Oh, boy!

In that period every rider of a wheel could tell you what kind of steel was used in every make of bicycle, what size balls were in the hangers and hubs and other details that present day riders appear to have no interest in knowing.

But about everybody from bankers and bishops to the hod carrier's wife rode bicycles in those days, they could not help being known in every detail to the public in general for everybody talked bicycle.

I'll just cite an instance of the great popularity of the bicycle back thirty years. The writer got mixed up with the law horrible and engaged as counsel a superior court judge who was one of the most eminent lawyers in the West to defend him. Looking me in the eye with a frown he said, "This is a very serious case and I'm going to exact a pretty big fee from you." I shook in my boots partly because I had not thought the case serious and partly because of the big fee. When I recovered from the shock I told the judge to go ahead regardless of everything. Looking at me with one eye closed like a sharpshooter he said: "Now, then about the fee. You are in the employ of the Pope Manufacturing Company and I want you to see that the first 1898 Columbia chainless that arrives in this town comes to me."

One of the grandest functions of the other age was the club run. They were regular weekly affairs and mostly on Sundays which gave the dominies as much concern then as the automobile does now. In the days of the weekly runs the family doctor did not have the number of patients he has these days. No indeed, for that joyous roll through the countryside was the finest of health-giving tonics.


SEE THE LITTLE INCH-AND-A-HALF TIRES!
QUICK, JOE, THE NEW MODELS ARE HERE!

There was night riding, too, and lantern parties and one always could find a crowd at the bicycle club just waiting for someone to propose a midnight ride to some town twenty miles away. And those night rides in the moonlight were the nectar of cycling life. Breezing along in the cool air with not a vehicle of any other description to claim a patch on the highway, nothing to fear and tires that would always bring you home without trouble.

And those were the days of the National Circuit with the country's best racing talent performing most every day of the week barring Sundays, because Sunday racing was under the ban except in some Pacific Coast cities and until the break came between the L. A. W. and the racing men from which the N. C. A. was formed.

Those were the days when amateur racing aspirants wanted to ride Stearns' bicycles because the Butler brothers rode them; or a Barnes' White Flyer because Eddie "Cannon" Bald, the first triple-plate champion, rode that make of wheel; or a Monarch because the late Tom Cooper, a champion of his day, was the Monarch star. Many other riders boosted wheels by riding them and the sales were numerous if they won.

In addition to the State and National Circuit there were "circuits" in the South and the West during the winter months. And on top of that was the big National championship meeting at some selected city with enthusiasts riding in the big meet the same as the Gypsy Tour motorcyclists do to the rallies or State and National gatherings.

Ah, yes, those were the days. There will always be bicycles ridden, for they are an undeniable utility and still a source of pleasure, but the spirit of the old days seems to have gone forever. Woe be it.

The Dollars *and* Sense *of the* Bicycle Show *and* Dealer Convention

By H. J. McCarthy

Executive Secretary, Cycle Trades of America, Inc.

"NOW it's all right for you to urge us fellows to go to the Atlantic City Bicycle Show," chirped a dealer the other day when I suggested he join the army that will head for the famous resort next week, "but have you thought of the dollars and cents it will cost?"

"You're all wrong, Mr. Roundwheel," I retorted, "the dollars and *sense* of it is what you want to think about."

After a little explanation as to the why and wherefore of the show and convention, Mr. Roundwheel gave me his assurance that he would attend and added that he "wished" all the dealers in the country would also be there so that they could have a big "get-together" and exchange ideas on how each one conducts his business. Here's what I told him:

The bicycle and accessory manufacturers hold a show each year for the main purpose of furthering the industry and promoting the sales of goods. The principal subject now before the industry, and of particular interest to every dealer, is the matter of prices. This subject will be discussed very thoroughly at the show when persons in every branch of the industry get together. You are, no doubt, interested in your own business and are anxious to entertain all propositions and opportunities that head your way. Therefore you cannot afford to stay away from Atlantic City if you are a genuine bicycle booster.

The exhibit this year will no doubt be a greater success than is realized. Dealers everywhere are sounding an optimistic note and are reporting business to be on the upward grade. Whether a dealer be a large or small one does not matter, for it is *his* Show and the ideas he will carry away with him can be transferred into profits that will pay his traveling expenses to the show many times over.

You'll agree with me, I am quite sure, that no trade show in any industry would be held if it did not help the sales of the goods exhibited. The persons behind the proposition would soon discover the lack of interest displayed and probably never attempt to duplicate on the order. Not so with the bicycle industry, for the show at Chicago last year proved to the manufacturers that it is an annual fixture and will be for years to come.

Before you go to Atlantic City inquire at the local railroad ticket office if summer tourist rates apply from your city. If not, ask for an excursion ticket, which is slightly more in price than the tourist ticket. The tourist rates can be purchased from almost all localities within a certain distance from Atlantic City and are good for stop-overs either way.

Dismiss from your mind that you will be "robbed," "gyped" or hypnotized if you go to Atlantic City. Because of the fact that it is supposed to be the country's most popular summer resort does not mean that you should feel skeptical about going. All the hotels reduce their rates after September 1 and rooms on the European Plan can be had for as low as $1.00 per day and $1.50 for two persons. Rooms on the American Plan, which includes meals, can be obtained for as low as $2.00, and $2.50 for two persons. It is doubtful if there are many other cities where such low rates are in force.

The August number of the Cycle Trades Bulletin, mailed out several weeks ago, featured on the back page a select list of hotels that will maintain reduced rates during the week of the Show. If there is any dealer who did not receive his copy one will be sent him immediately if he writes or telegraphs to me here at 35 Warren street, New York. Or, if he decides at the last minute to take in the show without knowing what hotel to stop at when he gets to Atlantic City, full information will be given him at the Show Registration Booth.

In order to get a badge for admission

(*Continued on page* 34)

CHAMPIONSHIP ENTRANTS AT ATLANTIC CITY

SENIORS

State	Rider	City	Club
Arkansas	Richard Gibson	Little Rock	Unattached
Connecticut	Jos. Rosenthal	Bridgeport	Brooklawn Wheel Club
California	Steve O'Connor	San Francisco	New Century Wheelmen
Colorado	Ben Covey	Denver	Pierce Bicycle Club
Florida	Bobby Mincer	Miami	Miami City Wheelmen
Illinois	Walter Witzke	Chicago	Alverno A. A.
Indiana	Alfred Caseber	Indianapolis	Unattached
Iowa	Russell Lange	Davenport	Davenport Cycle Club
Maryland	Earle Boone	Baltimore	Maryland Bicycle Club
Michigan	Allen Eichenberg	Grand Rapids	Western Michigan C. C.
Missouri	Edward Conrad	St. Louis	Century Cycling Club
New Jersey	Carl Hambacher	Newark	Bay View Wheelmen
New York	George Hess	Brooklyn	Empire City Wheelmen
Ohio	Ralph Hundley	Toledo	Toledo Bicycle Club
Oklahoma	Oscar Martin	Tulsa	Unattached
Pennsylvania	Vernal Newcomer	Philadelphia	Quaker City C. A.
Texas	J. C. Barnett	Dallas	Unattached
Wisconsin	Al Hartung	Milwaukee	Ziegler Club
Dis. of Col.	J. G. Flatow	Washington	C. R. C. A.

Alabama, Kansas, Kentucky, Rhode Island, Delaware reports not received.

JUNIOR

Colorado	Joseph Simons	Denver	Pierce Cycle Club
Florida	Ralph Kettler	West Palm Beach	Unattached
Indiana	Edsell Sears	Terre Haute	Unattached
Maryland	Ray Lohr	Baltimore	Maryland Bicycle Club
Michigan	H. Jaehning	Grand Rapids	Western Michigan C. C.
New Jersey	Harry Brodofsky	West New York	C. R. C. of A.
New York	Chas. Garin, Jr.	New York	C. R. C. A.
Oklahoma	Don Byers	Tulsa	Unattached
Pennsylvania	Patrick Pard	Philedelphia	Quaker City C. A.
Texas	George Howe	Dallas	Star Cycle Club
Dis. of Col.	Charles Smithson	Washington	Unattached

FINALISTS FOR ATLANTIC CIT

CHAMPIONSHIP

ALFRED HARTUNG, WIS.

CARL HAMBACHER, N.J.

RICHARD GIBSON, ARK.

G.G. FLATOW, D.C.

ALFRED CASEBER, IND.

GEORGE HESS, N.Y.

ITLE RACE ON SEPT. 16TH 1922

BEN COVEY, COL.

CHARLES GARIN JR. N.Y.

STATE
CHAMPIONSHIP

JAMES SIMON JR. COL.

ED. CONRAD, MO.

THREE TEXAS JUNIORS
GEORGE HOWE, WINNER
JUNIUS AND JOHN HARRIS

EARL BOONE, MD.

THE DOLLARS AND SENSE OF THE BICYCLE SHOW AND DEALER CONVENTION

(*Continued from page* 31)

to the Show for the three days, September 14, 15 and 16, there is a certain, but simple, procedure you must go through. First, make your reservation with the hotel you select. Tell the hotel you are coming down for the Bicycle Show. Second, when you register at the hotel add C. T. A. after your name and ask the clerk for a certificate of your registration. Third, take the registration certificate to the Show Registration Booth at the entrance to the Garden Pier, and when you surrender it you will receive a badge that will entitle you to admission the three days of the Show, and as many times as you want to go inside. Of course, if dealers go down only for one day without stopping at a hotel, the dealer admission cards sent out by the manufacturers and jobbers will serve to secure a badge.

When a dealer enters the exhibition hall, particularly if he never attended a Show before, he will be taken by surprise when he glances around at the various exhibits. The handsome displays each manufacturer will have will be gorgeous and feature the new 1923 models. Aside from the bicycle booths, the parts and accessory manufacturers will have an array of articles that are sure to create interest when the dealers make their inspection tours.

In addition to the main exhibition, entertainment in the form of trick riding, bicycle polo and roller racing will be on the program. The roller races are expected to be one of the biggest features of the week as they will be for the national amateur roller championship, with boys from many states competing. Fred St. Onge, the hustling bicycle missionary of the Cycle Trades of America, will be with me at this organization's booth and both he and I hope every dealer who visits the Show will call on us and make our acquaintance. We'll have a lot of sales helps on hand and gladly help any dealer solve his sales problems if we are told about them. Fred also expects to do some stunts with his skyscraper bicycle, which has helped him to successfully conduct his sociability runs the past season. Dancing and bathing are also among the numbers on the program.

The National Amateur Championship Road Races under the auspices of the Amateur Bicycle League of America, Inc., will be held on the City Athletic Field Saturday morning, September 16, at 10:30 o'clock. The time originally set was for 2:30 in the afternoon, but owing to a big Shriner parade that is scheduled to start at that hour it was found necessary to change the race time so as to be assured of a large attendance. The Shriners have mentioned the races in their program and it is expected many will be in the grandstand to watch the races and root for the lads from their home states.

The championship races will probably be the biggest event of its kind in many years and every dealer who attends the show should stay over until Saturday for the races. Thus far 32 states will be represented and handsome trophies will be awarded to the winners by the New Departure Manufacturing Co. and the B. F. Goodrich Rubber Co., in addition to the solid gold, silver and bronze jeweled medals of the League. The League is paying all railroad and hotel expenses of the riders.

The New Departure Manufacturing Company, makers of the New Departure coaster brake, bells and other bicycle sundries, have donated a handsome silver cup to be presented to the winner of the National senior amateur road championship at Atlantic City, September 16, on the closing day of the big trade convention and show of the bicycle industry.

NATIONAL CHAMPIONSHIP ROLLER RULES

1. Amateurs use trainers at their own risk. Accidents to riders or trainers or to bicycles shall not be the fault of the management.
2. No gear over "96" shall be used in any race. Twenty-four teeth in front sprocket and 7 in the rear sprocket with one-inch pitch or double the amount for one-half-inch pitch sprockets will constitute the proper gear.
3. Tires: Single tube tires (road) standard, 28 inches, not over 1 1/8 diameter.
4. Cranks: Optional.
5. Start: All races will start rolling.
6. Any rider falling or having an accident before a lap is ridden shall be permitted to re-start. A second start is the final.
7. Any rider falling off the roller after one lap has been covered by either rider loses the heat or race.
8. Punctures and serious breaks not the fault of the rider during any part of the race shall entitle him to re-start.
9. Any rider who violates the rules on gearing and size of wheels and tires shall be disqualified and shall forfeit all prizes won during series or race in which he violated these rules.
10. Any dead (tie) heat shall be re-run.
11. Entry. Riders desiring to compete in these championships will send entry in to George W. Harley, 2636 Braddock Street, Philadelphia, before September 13th, 1922. No entry fee.
12. Prizes: Each day, 14, 15, 16, will consist of a separate series with the championship on Saturday. Entries for the championship series shall not be in later than 9:30 a. m. Saturday morning, Sept. 16th.

This cup is of special design simulating the trophy cups awarded at the great international Olympic meet held this year in France. The cup stands 21 inches high, is mounted on an ebony base, is handsomely embellished by a Grecian border in relief and is gold lined. It is one of the handsomest cups and probably one of the most valuable ever offered for a bicycle championship event in this country, and the winner may well feel proud to possess it.

Show Manager Coffman has arranged for the National Cycle Dealers' Association, of which he is secretary-treasurer, to hold a two-day convention, September 14 and 15. The association will discuss the various angles of the retail end of the industry and take up such other matters as affect the interests of the members. Vice-President G. A. Wenige, London, Ontario, Canada, live-wire dealer, will preside.

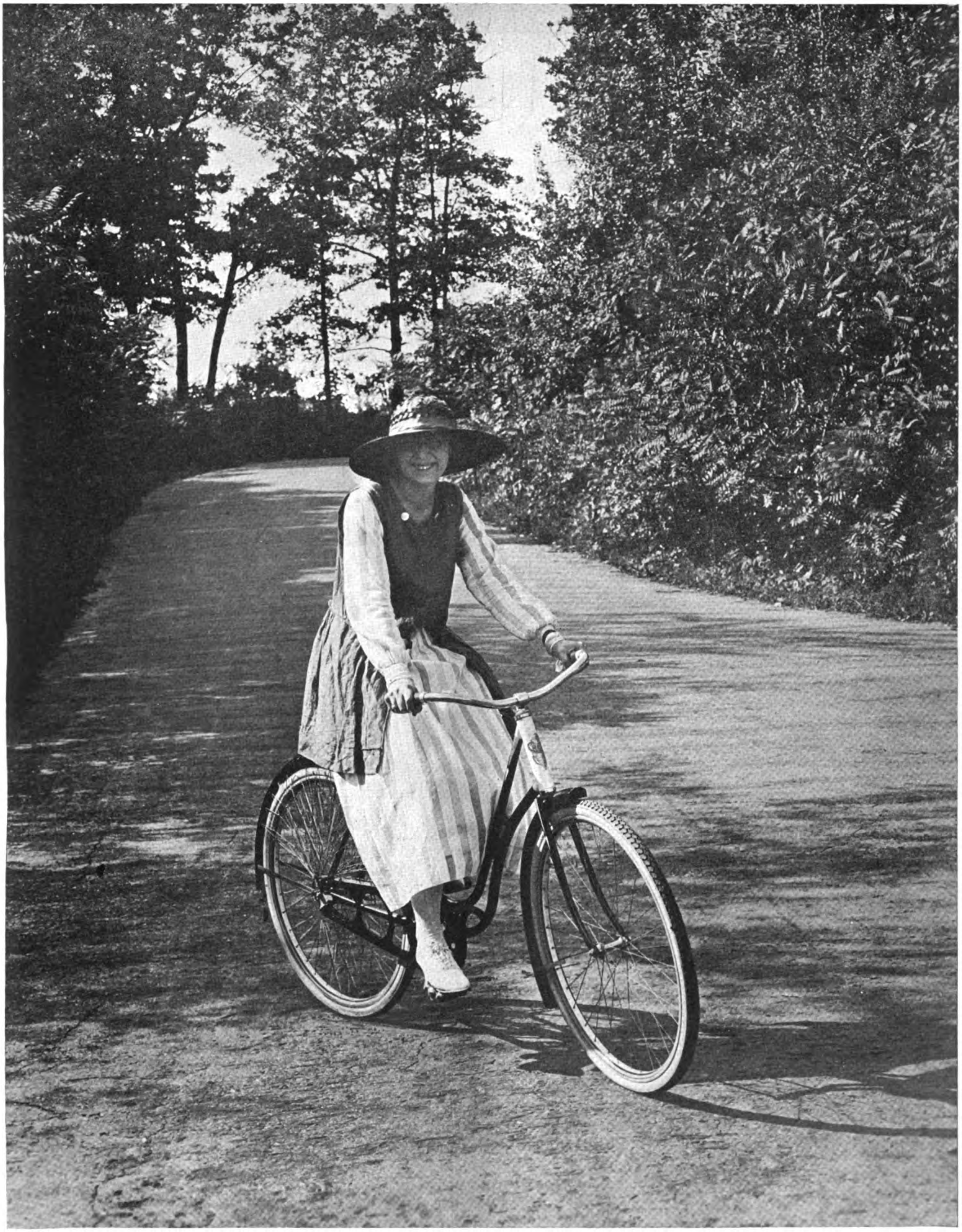
By all means make every effort to take in the show, for I can assure you that the satisfaction of having attended it will mean a lot in the running of your business.

NATIONAL ROLLER TITLES

THE added attraction at the National Bicycle and Accessory Show will be the staging of the National Amateur Roller Championship Races. The dates announced will be September 14, 15 and 16. The program of the show will inform the spectators and riders of the times for riding. These will be held on the Garden Pier. Two 30-minute periods have been allotted for this attraction and from the entries expected and on hand it will be necessary to place the rollers outside on the beach to continue the heats.

Races that will determine the roller champion will be ⅓, ¼, ½ and one-mile sprint races. All events will have a rolling start. These will be run each day for riders to qualify for the finals which will be held Saturday afternoon and evening. A point scoring system will be used and the riders with the three highest points will be eligible to compete in the finals. Points will go with every heat as 5 for first, 3 for second and 1 for third, giving every rider who competes at least one point for his effort. A bicycle will be given each day to the rider receiving the highest points for that day. Other prizes have been donated.

A triple set of rollers will be in operation to take care of the large number of riders expected, as nearly every State will have their Road Champion present and roller races will be run along the times that every rider will find ample time to compete.



An attractive combination, a girl and her wheel.

If the canooists only had a motorcycle they would double their sport.

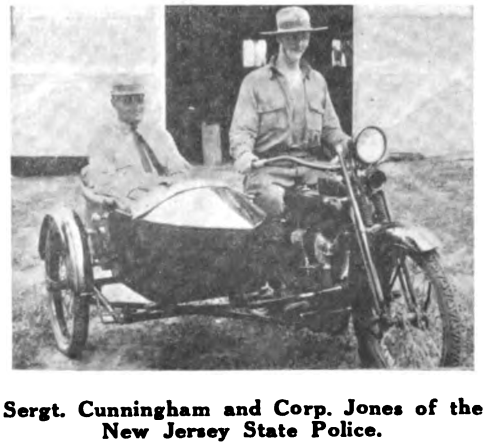
Long Beach Stages Dusty Climb

ON the Palos Verde hills between Los Angeles, Cal., and Redondo, the Long Beach M. C. staged their first hill climb and it was creditably run. Indian had things their own way, taking three of four events. The initial event for 37-inch motors was an all-Indian spectacle, three of the Scouts running, with R. S. Peck the winner. His high mark was 229 feet, 8 inches. In the 61-inch novice Kenneth Richardson put Harley-Davidson highest, 295 feet, 1 inch. In the 61-inch expert wherein Indian scored again in a tight finish, Malcolm Ord won for the reds with 307 feet, 3 inches, pressed by J. F. Karns, Harley-Davidson, who was taped at 306 feet, 3 inches. Wally Guyette on a Milwaukee-built, was third with 302 feet. Indian's best hill climber in Southern California, Ralph Sullivan, delivered the goods in the free-for-all, his winning mark being 304 feet, 10 inches. The reds took second with Malcolm Ord in the saddle, and made it three straight when E. C. Ables was taped.

Sullivan had to run off a tie with Ord to hold first place and Ord then fought it out with Ables to hold second notch himself. Sullivan's grand average for all trials was better than Ord's although the latter shows higher for an individual performance. Similarly with Ables and position was based on grand average scoring, so the official finish as given is correct. No one got over the top. The course not only was as dry as Death Valley but the surface was wickedly rough and also softer than jelly. Clouds of dust continually swept the course and when a rider spilled he was hidden in a cloud which looked like a bursting shell.

Several motors had power enough to go over the top but could not get traction with skid chains. No tractors were used. The course officially was 1300 feet long, the finish line being far beyond the summit. The grade was approximately 45-50 per cent. It was the general sentiment of the riders that the hill was the softiest and dustiest ever used for a climb in Southern California.

One of the most interested spectators was J. Allan Smith, president of the Ner-a-car Corporation, who witnessed his first Coast hill climb and admitted that it had much more of a thrill than he ever had anticipated. A Ner-a-car in the hands of a demonstrator was much in evidence at the hill and its unique appearance made it a continuous mark for interested critics. Riders and dealers studied it very closely and the opinions expressed were very favorable.



Sergt. Cunningham and Corp. Jones of the New Jersey State Police.

Handling the contest for the club were the following officials: A. F. Van Order, referee; E. A. Trabant, starter; Allan Monks, Tennant Lee, Otis Hackett, Chas. Moist, timers; E. D. Maltby, contest manager.

OFFICIAL SCORE

37-INCH NOVICE CLASS

R. G. Peck, Indian, 229.8 ft.; R. Feax, Indian, 165.1 ft.; W. Park, Indian, 105 ft.

61-INCH NOVICE CLASS

K. Richardson, Harley-Davidson, 295.1 ft.; T. W. Cleaver, Excelsior, 221.5 ft.; L. Guyer, Harley-Davidson, 195.8 ft.

61-INCH EXPERT CLASS

Malcolm Ord, Indian, 307.3 ft.; J. F. Karns, Harley-Davidson, 306.3 ft.; W. Guyette, Harley-Davidson, 302 ft.; S. Hamilton, Harley-Davidson, 276 ft.; Wm. Metzinger, Harley-Davidson, 275.6 ft.; Orvil Healton, Excelsior, 259.5 ft.; W. B. Davis, Excelsior, 239 ft.; H. C. Crandall, Harley-Davidson, 232.4 ft.; T. W. Cleaver, Excelsior, 154 ft.; W. A. Graves, Harley-Davidson, 147.3 ft.

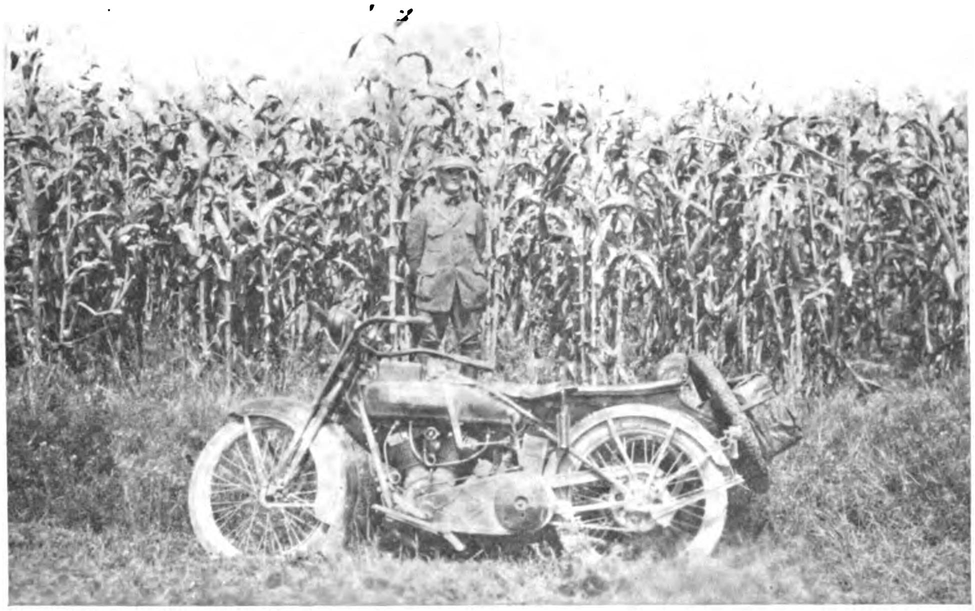
80-INCH FREE-FOR-ALL

R. Sullivan, Indian, 304.10 ft.; Malcolm Ord, Indian, 305.3 ft.; E. Ables, Indian, 308.6 ft.; J. Powell, Harley-Davidson, 300.6 ft.; R. H. Walker, Harley-Davidson, 289.8 ft.; W. Guyette, Harley-Davidson, 283.2 ft.; H. C. Crandall, Harley-Davidson, 184.1 ft.; Wm. Budelier, Harley-Davidson, 165.2 ft.; M. Engel, Harley-Davidson, 162.4 ft.; C. Richardson, Excelsior, 158.2 ft.; E. M. Pratt, Harley-Davidson, 145 ft.; M. Lopez, Indian, 139.2 ft.

Run-off of ties for first three places in free-for-all makes scores apparently inconsistent. The winner had earned first place in his run-off when his mark was beaten by second and third men in their run-off.

NEW NORWEGIAN ANTHEM

Suggestion for a new Norwegian National Anthem: "Oh, say can you ski—" Life.



Here Walter posed Bill in a northern Indiana corn field. The corn was ten feet high.

Walter *and* Bill Arrive

Two Notable Milwaukee Tourists Check in at New York Control With 1504 Miles Recorded on the Speedometer and "Not a Bit of Trouble"

By W. H. Parsons

WELL, here we are," called a well tanned, keen eyed young fellow as he swung a spick and span sidecar outfit up to the curb in front of George Wood's place on 110th street, Friday afternoon.

"Who are the dudes?" asked a khaki clad solo rider who had stopped for a little fresh air in one of his tires.

"It's President Walter Davidson and Chief Engineer William Harley of the Harley-Davidson Motor Co. They have just driven through from Milwaukee," I told him.

"Gosh," he said, "I thought it was a couple of those neat riders we see so much about in Motorcycle and Bicycle Illustrated."

"Just 1,504 miles to here," said Walter, who was driving, as he inspected the speedometer. "Not so bad for a couple of ordinary guys."

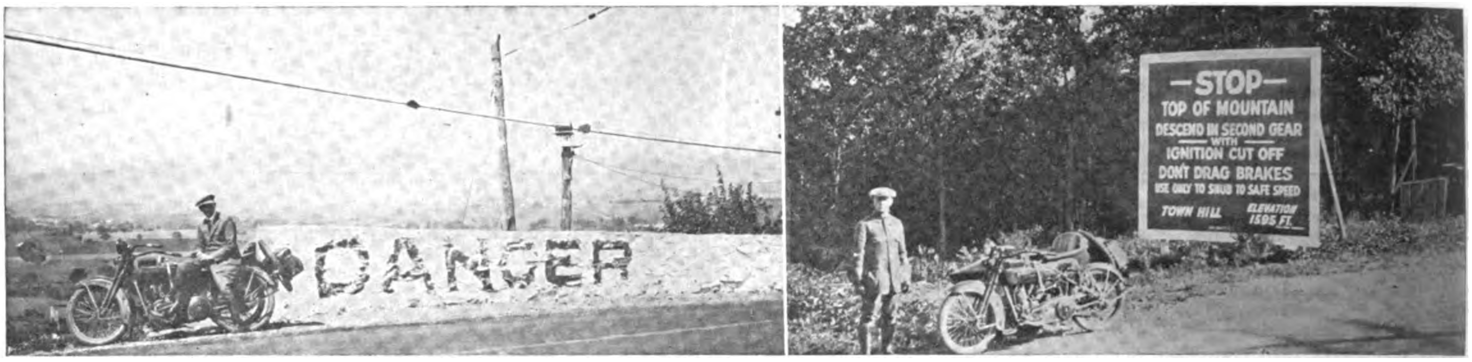
"And we never had a bit of trouble," put in Harley as he stepped over the top of the sidecar without troubling to open the door. "Just one puncture on the whole trip."

"Huh!" said the khaki clad one when he heard this characteristic statement; "those guys ain't no amertoors, they're old road hounds," for well he knew that the genuine dyed-in-the-wool motorcycle enthusiast never, never has any trouble—at least they never admit it in a mixed crowd.

I have a suspicion that they shined

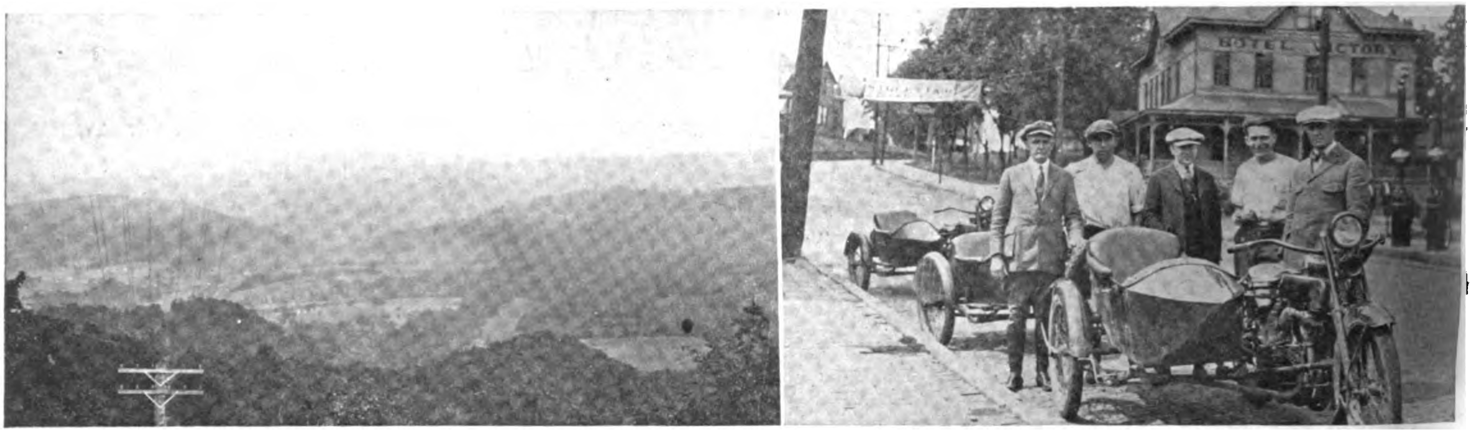
LEY-DAVIDSON

Walter and Bill and their touring outfit. Bill in the saddle. At the right, William Harley, George S. Wood, W. H. Parsons, and Walter Davidson lined up in front of Wood's store.



Even in "Happy Valley," near Frederick, Md., where this picture was taken, you must watch your step. At the left is another sign on the road, east of Cumberland.

up their machine a little over at Carl Bush's place in Newark before they crossed the ferry for New York, but even at that it didn't look like the 2,500 miles that has been taken out of it since Walter and Sales Manager T. A. Miller started out for the Rochester Rally, which was a sort of curtain raiser to the tour that ended in front of Wood's last Friday. True, there was a small dent in the sidecar fender and I asked how that happened. Walter admitted that he got a little too close to a truck in a traffic jam and gave Bill, who was playing passenger at the time, a slight jolt. Except for that the trip was without exciting incident.



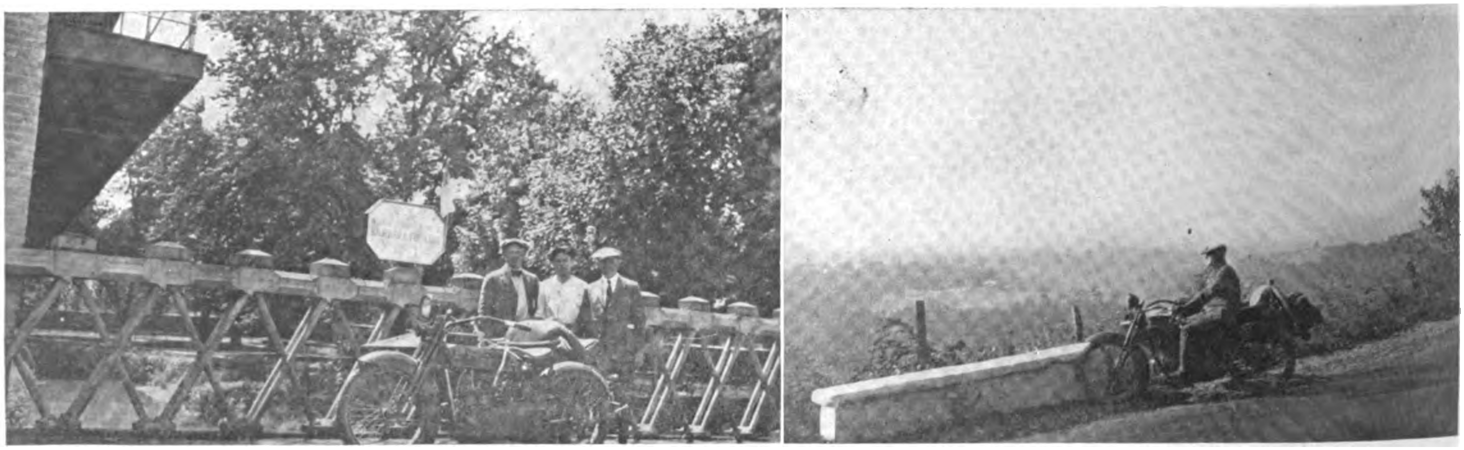
Left, a mountain view in Maryland. Right, at the eastern limits of Pittsburgh.

You could hardly blame the khaki clad one for thinking them a couple of young fellows with a brand new outfit, all dolled up to make an impression on the natives, for until you got close enough to see that there was considerable gray hair beneath their caps they certainly did look like a pair of husky young lads, and so far as that is concerned they are, in everything except the birth register.

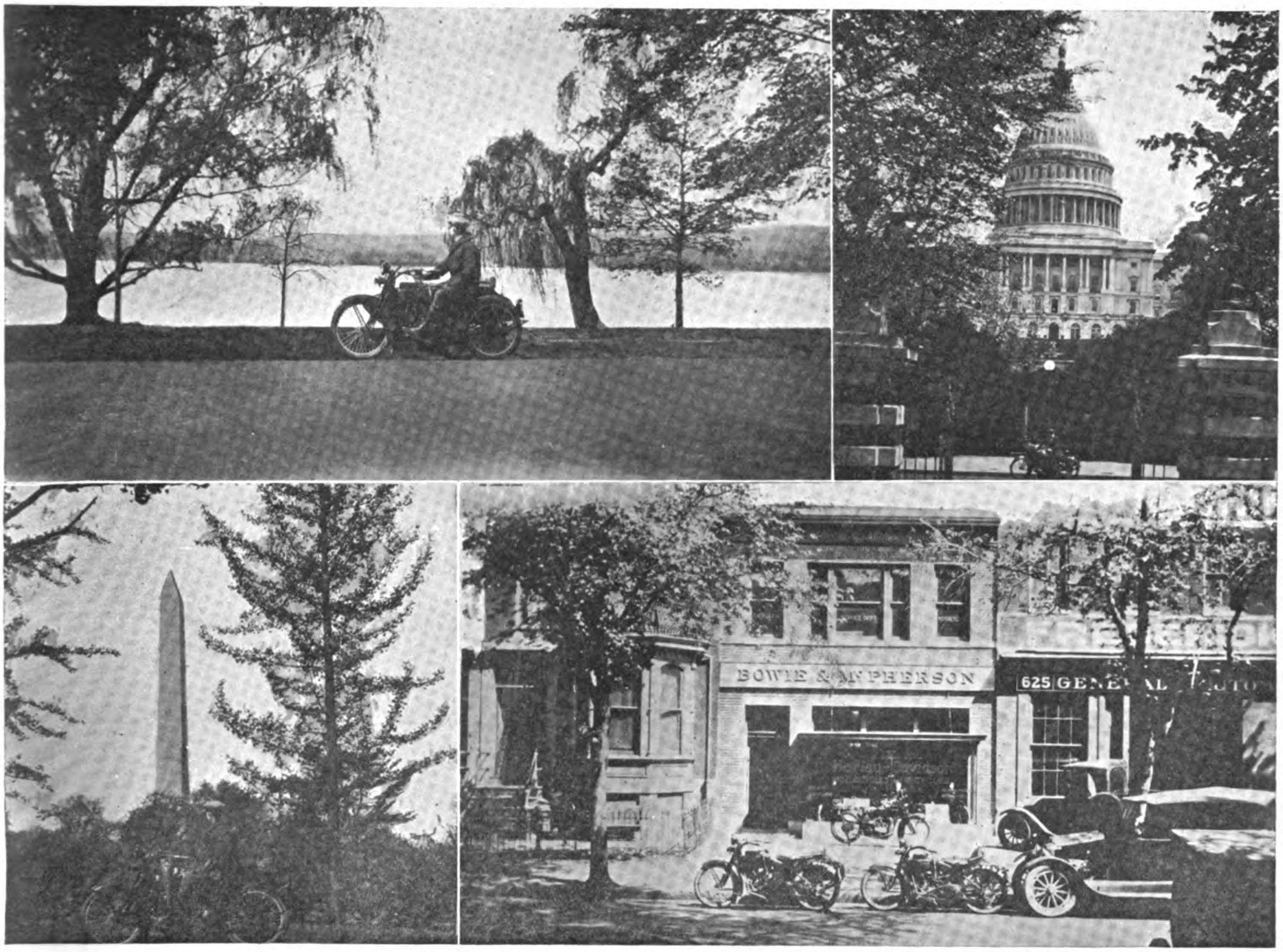
They had been on the road eleven days, having left Milwaukee on the morning of August 21. Sunday, the 27th, they stopped over at Washington, D. C., so their actual riding time was ten days, an average of a little over 150 miles a day Some days they rode farther, and some not so far. One day they rolled up nearly 250 miles.

It isn't 1,500 miles from Milwaukee to New York. The extra mileage is accounted for by the fact that they had something more than just the fun of the thing in their minds when they left Milwaukee. Two things they set out to do. One was to call on as many Harley-Davidson dealers as they could in their time limit, and the other was to get a personal, first hand demonstration of just how the improved 1923 "stock champion" is performing on the road. Judging from their remarks they succeeded both ways. They exchanged calling cards with nearly fifty dealers, and beyond that one puncture they never had the tool box open.

"This was Bill's trip," said Walter. "I just came along. He wanted to get



Frederick, Md. The sign is in commemoration of Barbara Fritchie. Right, Harley gets an eyeful of mountain scenery.



Souvenirs of a tourists' visit to the nation's capital. Top left, the banks of the Potomac, right, the Capitol. Below left, Washington Monument. Right, one of the leading agencies.

a good demonstration and a chance to learn from the dealers at first hand how the new models are performing. Now he's satisfied that what I told him after I got back from the Rochester rally was all so, only more so."

The first night's stop was at South Bend, Ind. They took turns at driving, generally switching when they stopped for gas or to eat. They had lunch with Lang in Chicago.

"I suppose you had your schedule all mapped out," I said. "In a general way, yes," replied Harley, "but we didn't always stick to it. When we got hungry we stopped at the first likely looking place or if we saw a fine view we stopped and took a picture. We tried to make the tour just about as any one else would who was out for a good time and with no desire to break any records. One of the finest things about it was the meeting of so many friends and acquaintances. It seemed as though we stopped and gossipped with some one every few miles."

The second night they parked at Mansfield, Ohio, having called at Fort Wayne and Lima on the way. This was about the longest day's trip of all. From Mansfield the route was through Canton and Akron to Cleveland for another night control, and a pow wow with Bill Lister. Next night they were in Pittsburgh, hitting Youngstown on the way. Next day the route was through Uniontown to Cumberland, and then, on Saturday, they went to Washington to spend Sunday.

"The roads and the scenery from Cleveland east are wonderful," declared Walter. "I think Maryland roads are the best I have ever seen. We spent some time on the battlefield of Gettysburg."

From Baltimore the route was to Harrisburgh, then to Reading, Pottstown, Philadelphia, Trenton and Newark, and lots of places in between, landing in Newark Thursday night. The stop at Wood's in New York was not quite the end of the journey, for they went over to Brooklyn Friday afternoon and called on Koch & Ruhle.

"How did you find things with the dealers?" I asked of Walter.

"Great," he said. "We've got the finest dealers in the country. You'll have to get up early in the morning and go all day to keep up with them. Here, let me show you," and he pulled a letter out of his pocket. It was from the factory and started out: "Dear Tourists." Then it told the number of orders received and the number of machines turned out during the week, and the orders exceeded the output by considerable. I don't think I will be violating any confidence if I say that the orders received since the first of July so much exceed the estimate schedule, with which the season was started, that if business continues at the same rate for the rest of the season, the output for the 1923 season will just about double that of 1922.

"Don't get the idea from what I am telling you that we think the Harley-Davidson factory is doing all of the motorcycle business in the country," said Walter. "The others are doing a fine business also, and that's the way it should be. We are satisfied that 1923 will be a good year with all of the factories, and that 1924 will be still better, and we are hustling back to Milwaukee to help make it so."

Davis Factory 'way Behind on Orders

New Prices and Advantageous Dealers Arrangement Compel High Speed Promotion Says President Hawkins

FIFTEEN hundred bicycle orders behind!

Sounds like a description of conditions in pre-war days, doesn't it?

But the fact of the matter is that the time is 1922—the place Dayton, Ohio—and the factory that of the Davis Sewing Machine Company, manufacturers of Dayton, Davis, Yale, National, Snell, Duro, Dixie Flyer, La France, and H-D bicycles.

The Davis factory was 1,500 orders behind before the new low prices were announced Sept. 1. Since the latest price reduction a veritable flood of orders has been pouring into the big Dayton factory. As a result, the huge drop forges, white hot brazing furnaces, enameling ovens, long rows of screw machines, presses and aligning tables have been going full blast. The Sales Department has given the factory notice to increase production 100 per cent., and the factory is responding with every ounce of energy at its disposal.

The reason for this influx of bicycle business is readily apparent, according to C. A. Hawkins, president of the Davis Sewing Machine Company. He says: "Dealers throughout the country realize that we have right prices on as fine a line of bicycles as any factory can produce. Our prices to dealers are extremely low, and our list prices have been set at a very fair figure, so that our dealers have a very handsome margin of profit. The Davis Sewing Machine Company has long held first place in the bicycle industry, gained by offering quality merchandise at fair prices. We intend to maintain that position. Nineteen twenty-three will be a big bicycle year—and it is also going to be a big Davis year."

J. A. Yates, in charge of cycle sales, is also wearing a broad smile as he looks over the incoming flood of orders. "Jack," as he is known to the trade, was elevated to his present position several months ago. He was connected with the Westfield Manufacturing Company for a number of years, and more recently was wholesale distributer for Hupmobile in Virginia.

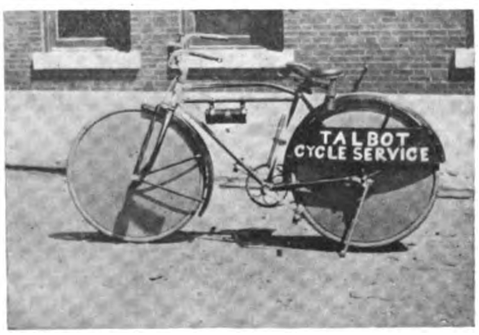
"Prices on Davis-Made Bicycles are down to rock bottom," says Yates. "Our extraordinary low prices on all lines have started the bicycle business rolling. Our present dealers are sending in orders by mail and telegraph, and we have opened up hundreds of new accounts in the past several months. We will shortly embark upon a vigorous advertising campaign that will help every dealer.

J. A. Yates, Cycle Sales Manager, Davis Sewing Machine Co.

"Dealers selling Davis-Made Bicycles are backed by the resources of the largest bicycle factory in the world—an institution representing an investment of millions of dollars, and which for more than 60 years has enjoyed a reputation for making quality products, and for rendering helpful service to dealers.

"Our Research Department is always striving to improve the Davis line. All raw material is tested in our well equipped laboratories to make certain that it comes 'up to specifications' before entering into the manufacture of our bicycles."

There are several important improvements in the new 1923 Dayton bicycle. There is a new design hanger, with two-point self-aligning bearings, and an improved stand. Silvertown Cord Tires are used as standard equipment.



Talbot, the cycle man in Bellville, Ill., advertises his cycle service in a novel manner.

The 1923 Dayton line consists of nine models. These include the Roadster, Motorbike, Bikeabout, Ladies' Roadster, Arch Bar, Girls' Roadster, Boys' Roadster, Road Racer, and Delivery Bicycle.

The 1923 Davis line consists of nine models, attractively finished in golden brown, trimmed in Davis green.

WORLD'S TITLE RACES

ON the opposite page a number of photographs taken at the world's cycling championship meeting at the New Brighton track at Liverpool, England are reproduced. They are as follows:

1—View of long stretch of track with repechage riders in one of the qualifying heats.

2—Bob Spears, Australia, beating A. Debunne, Belgium; Thorwald Ellegaard, the Dane, and Gerald Leene, Holland, in his heat.

3—Ernest Kaufmann, the Swiss sprinter.

4—Riders in heat which Spears, the Australian, won.

5—Paul Suter, the Swiss, in his paced heat, which he won.

6—Peter Moeskops, the Hollander, winning his heat from Gabriel Poulain, France, and Bergamini, the Italian sprinter.

7—A heat of the repechage with Ernest Ohrt, America, on inside at right.

8—Heat with Moeskops, Poulain, Bergamini and Ohrt.

9—Waiting for their money back after the races had been called off on account of rain.

JOBBERS' MEETINGS CHANGED

ANNOUNCEMENT was made in the bulletin sent out by Chairman Frank T. Chase, of the Arrangements Committee of the Cycle Trades of America, that the Cycle Jobbers' Association would go into session Thursday, September 14, at 10 A. M. President R. J. Leacock of the association reports that this is an error and declared that the meetings of the jobbers will be held on September 11, 12 and 13, with headquarters at the St. Charles Hotel. The first meeting, on Monday, September 11, is set for 2 P. M.

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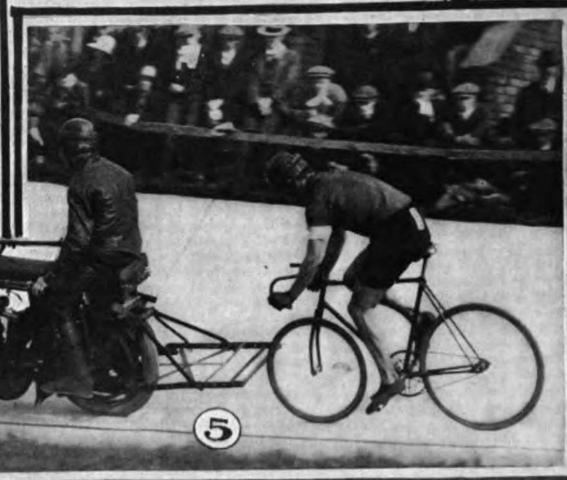
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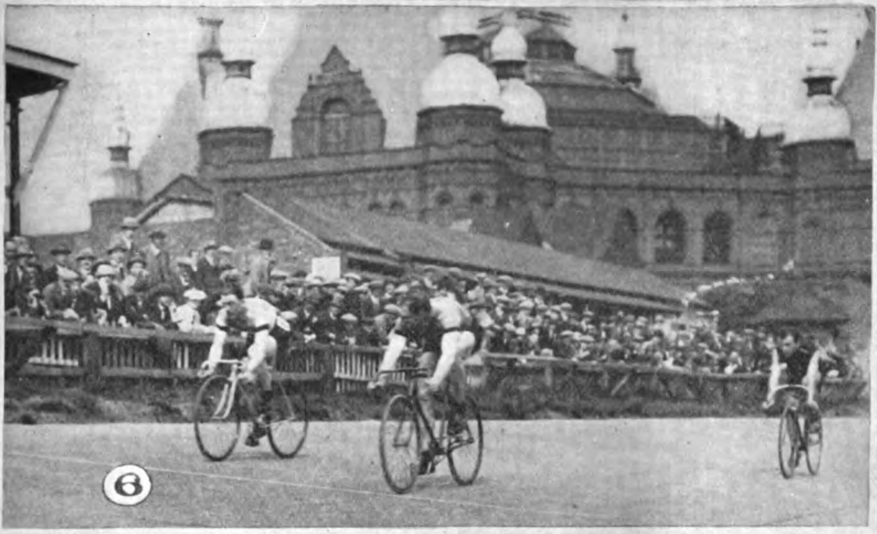
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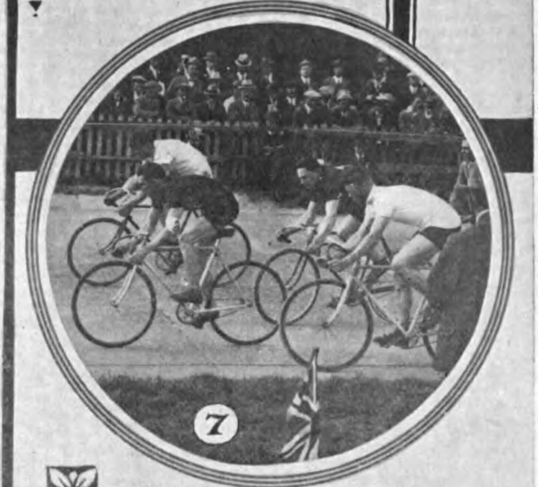
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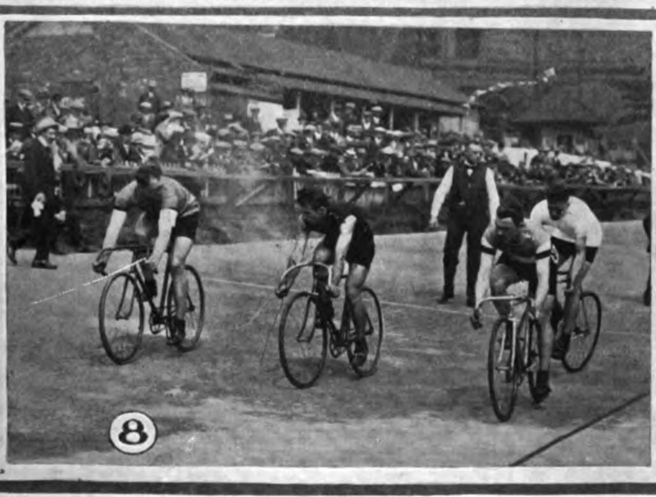
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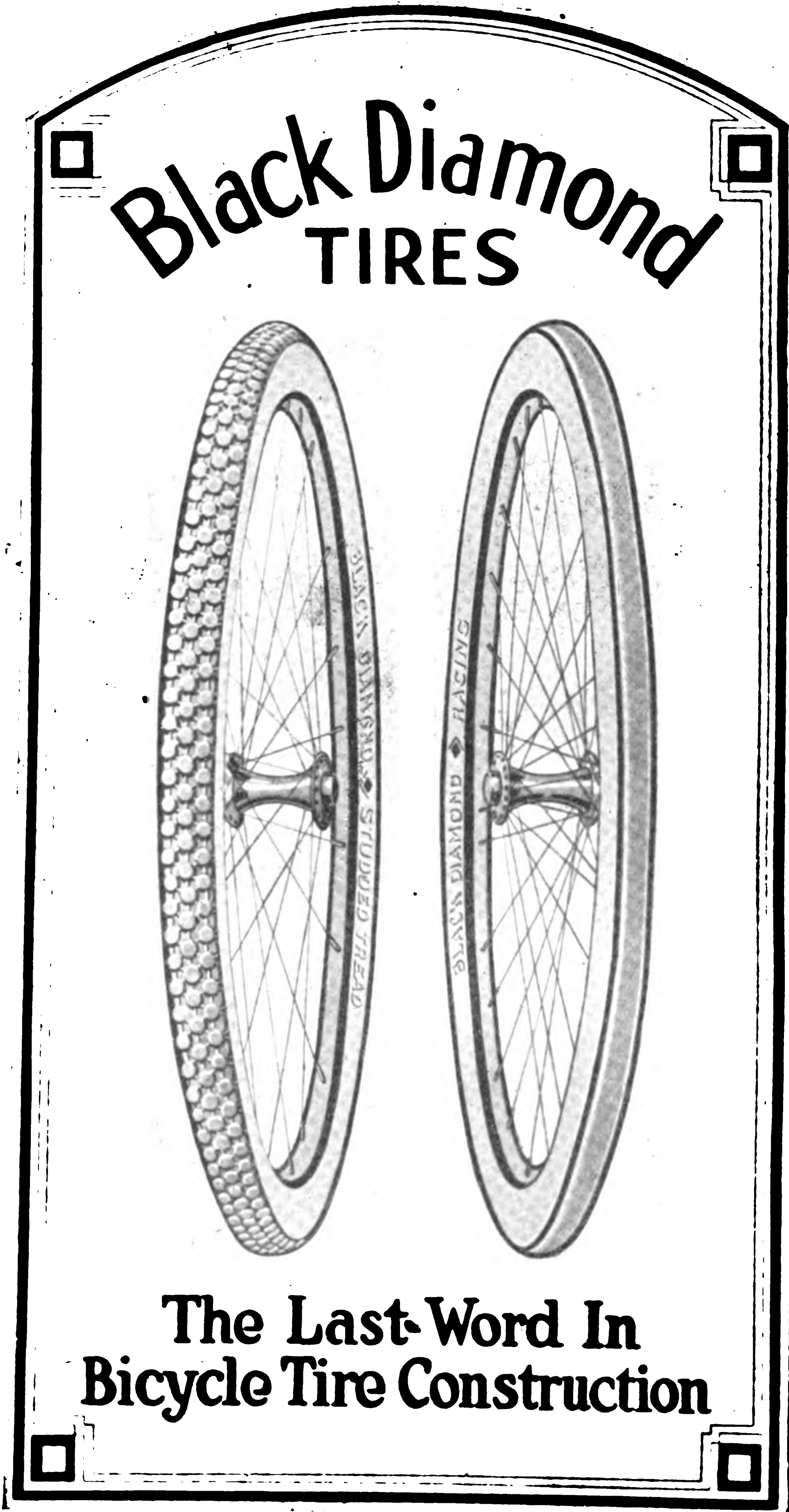
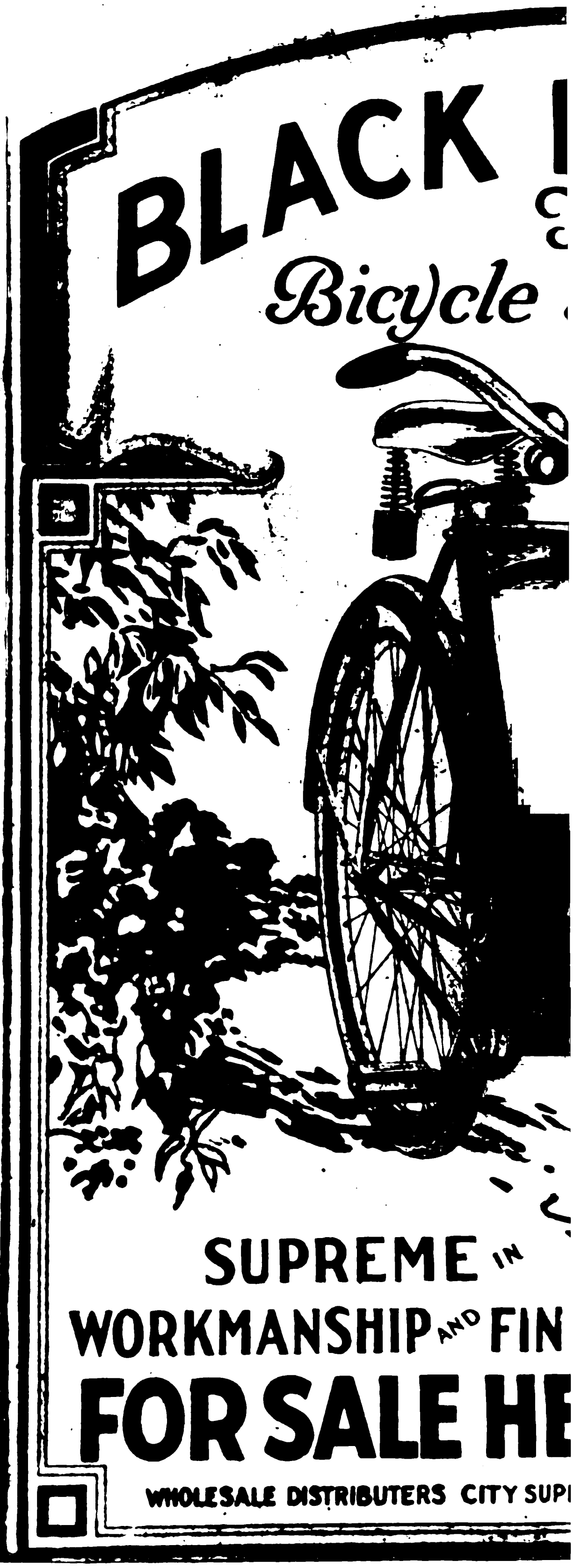
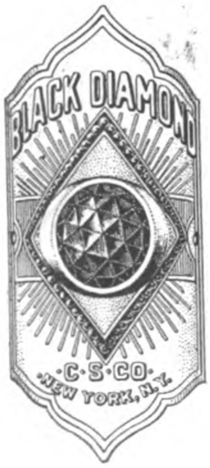

Black Diamond
TIRES
BLACK DIAMOND STUDDED TREAD
BLACK DIAMOND RACING
The Last Word In
Bicycle Tire Construction


BLACK
Bicycle
SUPREME IN
WORKMANSHIP AND FIN
FOR SALE HE
WHOLESALE DISTRIBUTERS CITY SUP


BLACK DIAMOND
C·S·CO
NEW YORK, N.Y.

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RADIO:—We are prepared to launch you in the Radio Business wit
Season. **Grasp the opportunity.**

The following are some of the new specialties which will appear in
Columbia Boycycles, B.S.A. Parts and Fittings. Lionel Electric Fr

Send for complete catalog.

CITY CYCLE AND S

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The Beautiful
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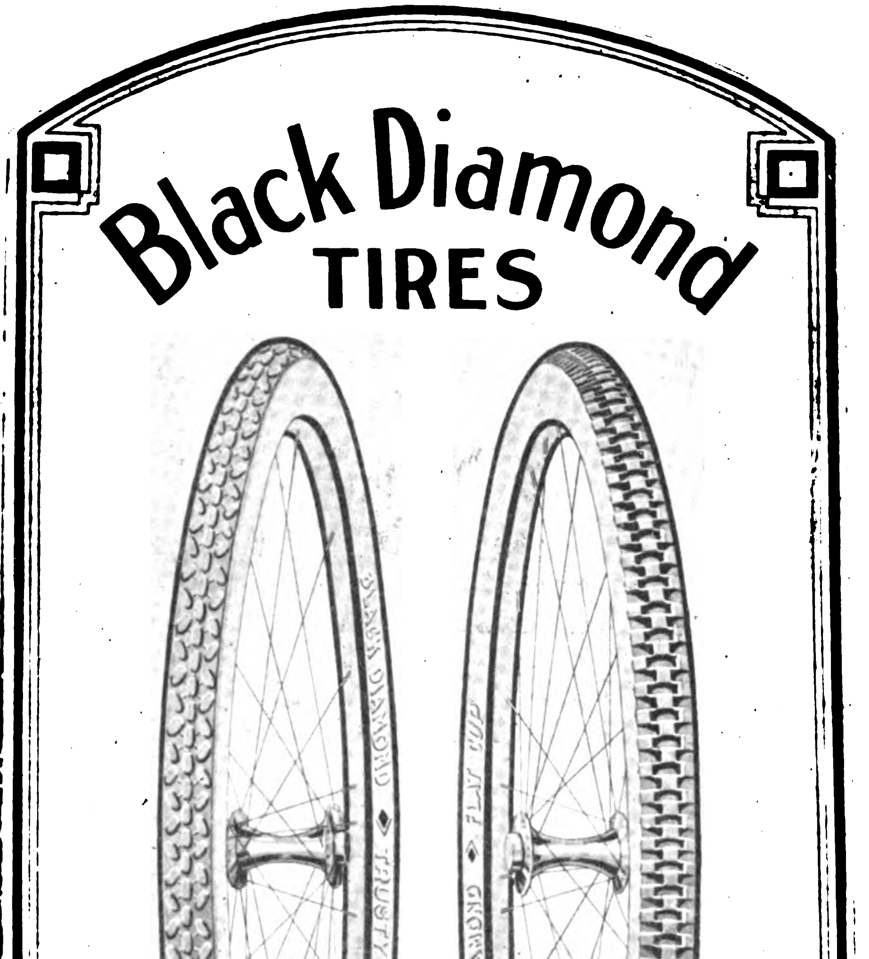
Black Diamond
TIRES
BLACK DIAMOND TRUSTY TREAD
BLACK DIAMOND FLAT TOP
The Last Word In
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a full and complete stock. This is the beginning of the

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It will pay you.

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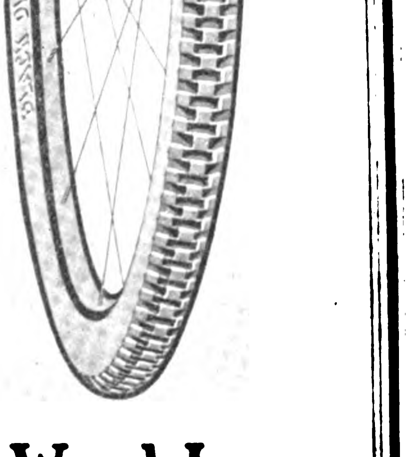
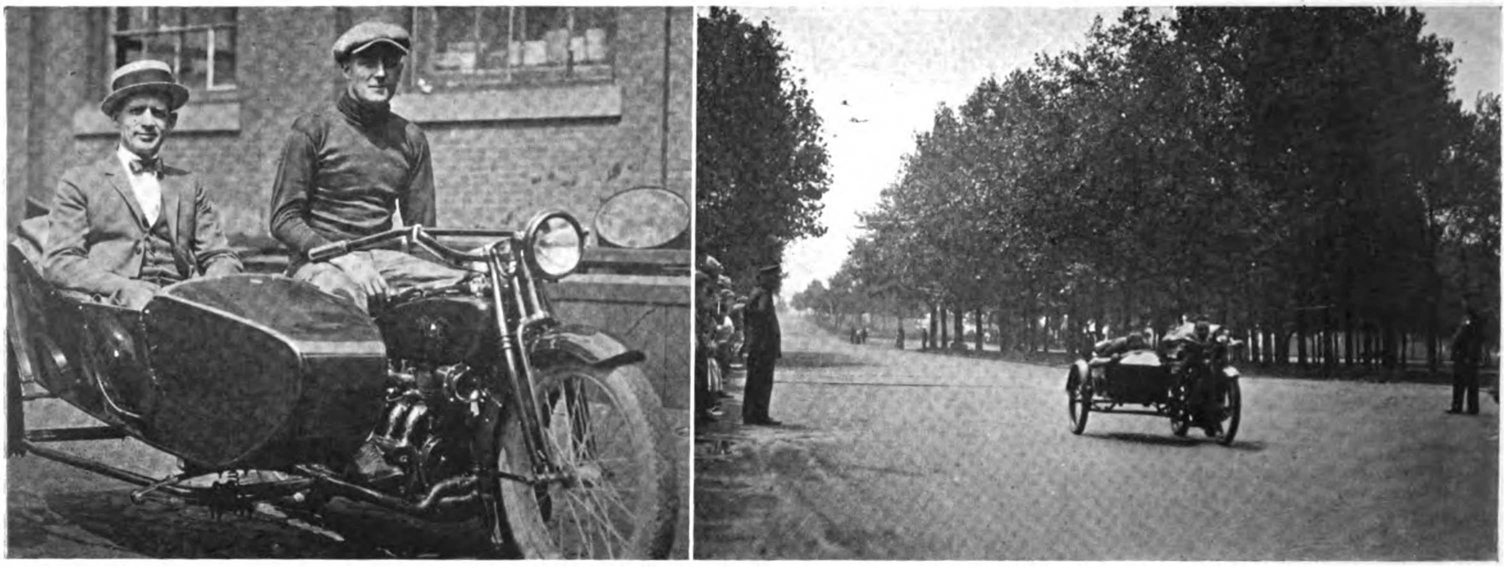
W YORK CITY


Columbia
BOYCYCLE
(TRADE MARK)
BALL-BEARING
CUSHION TIRES
WITH
MUD-GUARD



Left: Ed. Ball Gives Frank Snook a ride down the boulevard. **Right: Hal Hoyt speeding.**

Quaker Police Stage Speed Trials

Hold Test on Paved Street — Crowd of Spectators Line Course

WITH a throng of people crowding the ropes that were stretched down both sides of a mile of city pavement, the official performance test of the Philadelphia Police Department was held last Friday.

Seldom has a speed event been ushered into motorcycling history amid such surroundings. The midst of a great city is usually barred for mile-a-minute stuff, but this was an exception to the rule because the police officials deemed it wise to hold the trials over the kind of surface that would be used principally in actual police service. The wide paved street shaded by green trees, flanked by handsome residences and business buildings, with the dark blue uniforms and brass buttons lending colorful atmosphere, and the flying motorcycle rocketing down the long clear course—all formed a scene that will never fade from the memory of thousands who were looking on.

The contest was to demonstrate the capability of the machines for police service, and for this reason the course selected was far from ideal for speed purposes, including a stretch of rough, wavy pavement that kept the rider in the air more than in the saddle, and several wicked holes in the asphalt that had to be dodged. Also a streetcar track was crossed just before traversing the starting line.

The speed trials were required in conjunction with bids submitted for supplying motorcycles on an order that is to be placed by the Philadelphia Police Department soon.

The riders were given a start of a quarter mile to get up speed, then were timed over a stretch of a half-mile (measured by City Surveyor), and had another quarter-mile to slow down in after crossing the finish line.

The sidecar trial was run first. As each rider's turn was called, he drove his machine down to the end of the stretch, then turned and gave 'er the gun to come back a-whoopin' at full speed to cross the starting line for his flight over the measured strip.

R. E. West, veteran motorcyclist and now expert mechanic in the Police Department's motorcycle shop, was made sidecar passenger for all contestants, and had a chance to sample all their brands of speed.. He pulls down the scales at 178 pounds, so that the machines were well ballasted when he was aboard.

Ed Ball and his Ace Speedster.

With "Red" Armstrong flattened along the top of the tank and throttle wide open, the big Indian twin and Princess sidecar came booming over the pavement like an Atlantic hurricane on its trial in the sidecar event. He crossed the tape in just 38 seconds. A moment later Hal Hoyt with the "74" Harley-Davidson caused a stir when he whirred down the straightaway to the finish line in only 33 4-5 seconds.

But interest bubbled to a fresh pitch and the spectators stood on tip-toe and craned their necks to see, as Ed Ball whisked past aboard an electrically equipped Ace. And when the timer's announcement came they found Ball and the Ace sidecar had done the half-mile in just 31 seconds, an average of slightly better than 58 miles per hour, which won first place by a safe margin.

The rules of the test required the same machine to be used for both sidecar and solo trials, so at the conclusion of the sidecar event Ball simply slipped out the three steel pins fastening the Semi-Flxi Roadster to his Ace, and was ready for further action, and Armstrong and Hoyt lost little time in getting set for the second chapter also.

Ball rocketed down the half-mile straightaway, flitting over the tops of the bumps and swinging around the holes in the worn pavement. In just 25 2-5 seconds the 3½-inch tires of the Ace had crossed the finish line, an av-

DANGER
STEEP HILL
BAD TURNS
DRIVE WITH CARE
DANGER
R.R. CROSSING
PLEASE DRIVE SLOWLY

Some folks say it's superstitious to believe in signs, but you'll be short lived if you don't believe in these.

erage of 71 miles per hour which proved the fastest time of the day.

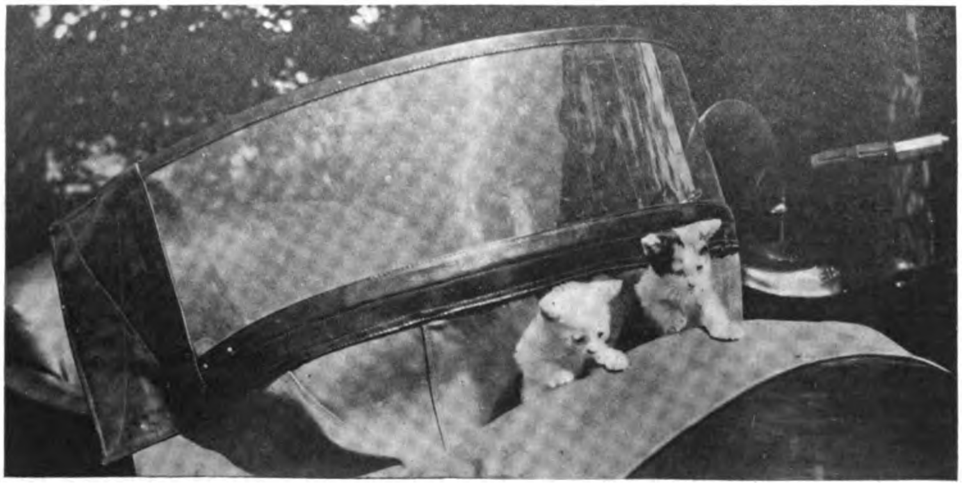
Earl Armstrong, Indian, took second in the solo event with 28 seconds, and Hoyt on the Harley-Davidson was third in 31 2-5.

The third event of the afternoon, using the same machines, was the slow-speed trial over the same half-mile course. Ed Ball made it a full day by ambling down the center line of the street with his motor ticking over smoothly at so slow a pace that he used up 4 minutes 11 4-5 seconds in making the trip, an average of 7.15 m. p. h.

Hoyt came down more rapidly by 3 1-5 seconds, and his time was 4:08 3-5, while Armstrong was unable to hold it to an average of less than 11 m. p. h., and finished in 2:34 3-5.

Thus Ball and the Ace had the distinction of registering the best performance for both high and low speed, solo and sidecar, showing remarkable flexibility of action for one machine without change of adjustment or gearing. The low-speed test was driven on high gear with clutch fully engaged, under observation by an automobile load of police officials who drove alongside the motorcyclists and watched the operation of the machines—the car that accompanied Ball, incidentally, had to travel in second gear to go slow enough to keep from leaving him behind.

At the foot of Jacob's Ladder. William Freeman (note the nonchalant pose); A. A. Anderson, tall and willowy; J. "Oby" O'Brien, with a gift of gab; Ray E. Garner, a missionary of good merchandising; and E. W. Stack, who pokes a wicked typewriter.



Stowaways.

The trials aroused wide interest in the section of the city adjoining the course and drew a great crowd of spectators. It was suggested that arrangements be made to include motorcycle contests in the next program of sports and athletic events promoted by the police.

City officials who conducted the test are: Director of Public Safety J. T. Cortelyou, Director of Welfare Warburton, Purchasing Agent T. S. Armstrong, Asst. Purchasing Agent H. S. McFadden, and Captain Harry Schultz of the Traffic Squad.

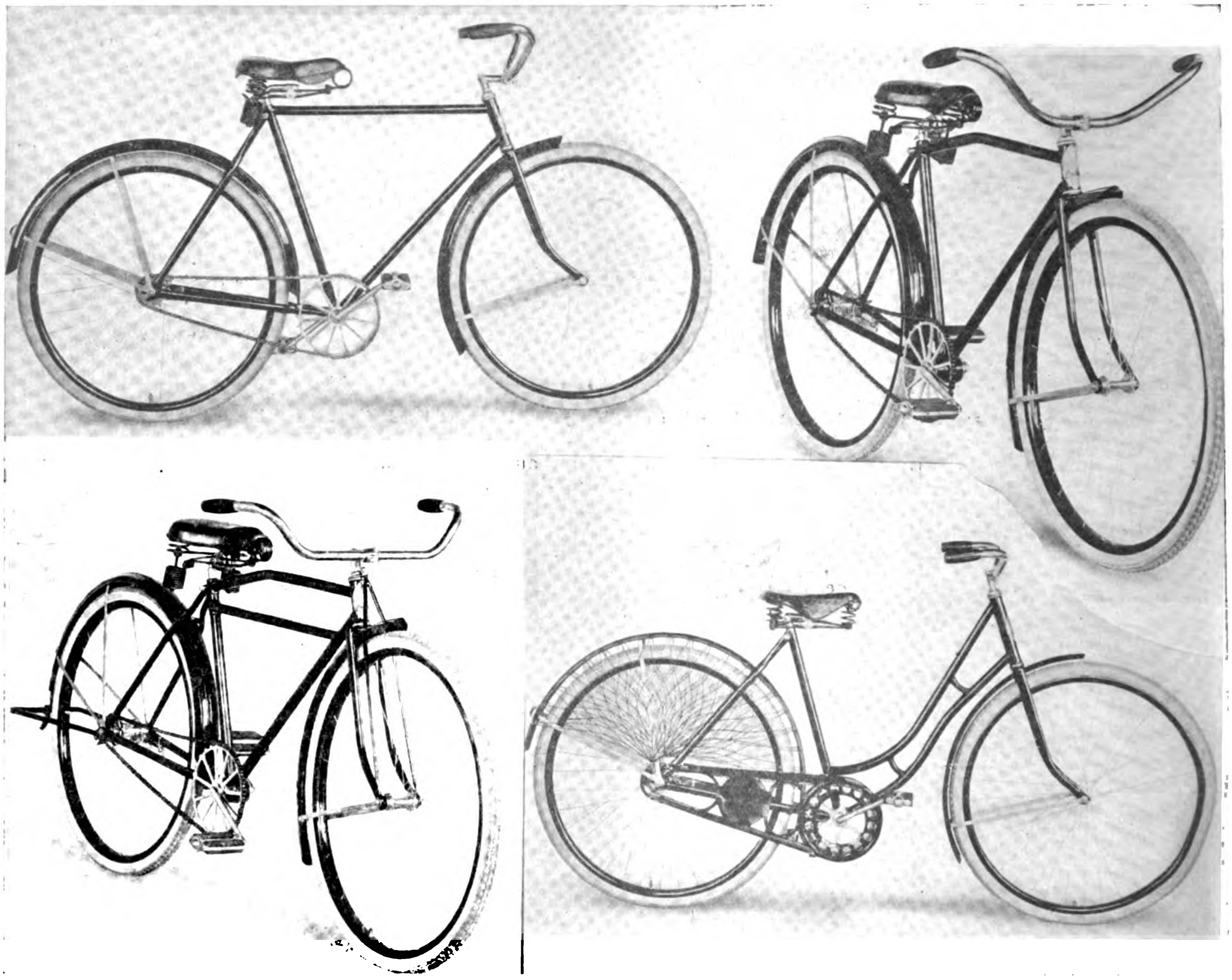
Summary:

Sidecar speed trial—Ed Ball, Ace and Semi-Flxi Roadster, :31; Hal Hoyt, Harley-Davidson, :33 4/5; Earl Armstrong, Indian Princess, :35. R. E. West passenger in all trials.

Solo speed trial—Ed Ball, Ace, :25 2/5; Earl Armstrong, Indian, :28; Hal Hoyt, Harley-Davidson, :31 2/5.

Slow-speed test—Ed Ball, Ace, 4:11 4/5; Hal Hoyt, Harley-Davidson, 4:08 3/5; Earl Armstrong, Indian, 2:34 3/5.

Indian Bicycle Prices are Greatly Reduced



Upper left, Indian Roadster. Upper right, Indian Junior Roadster. Lower left, Indian Motorbike. Lower right, Indian Girl's Juvenile.

WITH price reductions that average over 22 per cent., but with the same quality maintained, the Hendee Manufacturing Company offer their Indian bicycle line for the 1923 season. Last year the Model 130 Diamond Frame one-piece hanger model listed at $50, while this year the list price is $35. The reductions in other models are about in the same ratio.

The Model 130 H Junior Roadster was $50 this year and it will be $35 for 1923. The Model 131 Motorbike was $55 last season. It will be $38.50 this coming season. The electrically equipped Model 131 T has been reduced from $60 to $43.50. The Model 132 Arch Bar is listed at $36.50.. The juveniles for the boys was reduced from $45 to $32.50 and that for the girls from $46 to $32.50.

The two-piece hanger prices are as follows: Model 140, Diamond Frame, $37.50; Model 140 H Junior Roadster, $37.50; Model 141 Motorbike, $41; Model 141 T, Motorbike with electrical equipment, $46; Model 142, Arch Bar, $39, and the Model 143, Racer, $45.

1923 INDIAN BICYCLE PRICES

One Piece Hanger Models

	List Price 1923
Model 130 Diamond Frame 22 in. or 20 in.	$35.00
Model 130-H Junior Roadster 19 in..	35.00
Model 131 Motorbike 21 in. or 19 in.	38.50
Model 131-T with electric equipment.	43.50
Model 132 Arch Bar 21 in	86.50
Model 134 Ladies' 20 in	37.50
Model 135 Boys' Juvenile 17 in., 26 in. wheels	32.50
Model 136 Girls' Juvenile 17 in., 26 in. wheels	32.50

Two Piece Hanger Models

Model 140 Diamond Frame 22 in. or 20 in.	$37.50
Model 140-H Junior Roadster 19 in.	37.50
Model 141 Motorbike 21 in. or 19 in.	41.00
Model 141-T Motorbike with electric equipment	46.00
Model 142 Arch bar 21 in	39.00
Model 143 Racer 21 in	45.00

Although the price changes are radical and can only be justified by greatly increased production and improved market conditions, the makers claim that nothing has been sacrificed for quality, but, instead, they say that the equipment offered is better than heretofore.

With the exceptionally fine line and at prices so low that bicycles of inferior grades should cease to be inviting, the outlook for Indian sales gives promise of being the best in the history of Indian bicycles.

Literature now in course of preparation will be supplied to dealers and prospects as completed.

The 1923 line has the following changes: More attractive frame construction, through the use of gracefully curved rear stays and drawn steel hanger bracket; head and hanger cups turned from bar stock; forged fork

The factory worker who rides a bicycle gets exercise and doesn't worry about crowded and stalled street cars.

crown on adult models; new type truss forks on motorbikes; drop side mud guards with ruby jewel on rear is standard on all models; Persons' saddles on adult models; Indian aluminum pedals; Fisk or Federal Cord tires; New Departure brakes (Corbin or Morrow optional).

As new members to the Indian bicycle family the company added the two-piece hanger models in Diamond Frame, Junior Roadster and Motorbike, as well as Arch Bar, which is also supplied with the one-piece hanger.

Although the new season opened on September 1, orders have been coming in so rapidly during the last few days that there is every indication that by the last of the month it will be difficult to arrange for prompt deliveries. Therefore, dealers are requested to give co-operation to the extent of placing immediately their requirements for early shipment so that the desired service can be rendered.

NEW PRICES FOR EMBLEM AND PIERCE

THE Emblem Manufacturing Company, Angola, N. Y., manufacturers of the Pierce and Emblem bicycles, announce that effective September 1 the prices on Emblem bicycles will be as follows:

Men's Light Roadster, Model 32	$35.00
Ladies' Roadster	37.50
Arch Truss Model	36.50
Heavy Service Model	38.50
Boy Scout Model	35.00
Emblem Racer	40 00
Boys' Bicycle	30.00
Girls' Bicycle	30.00

New prices are also announced on Pierce bicycles for the 1923 season. The Pierce prices are as follows:

Roadster	$35.00
Ladies'	37.50
Road Racer	32.50
Jr. Roadster	35.00
Rough Rider	38.50
Light Roadster Special	40.00
Pierce Kramer Special	45.00

The company also advises that it is adding to the Pierce line a light Roadster special bicycle, which we believe is absolutely a step in the right direction and furnishing to the trade a real light weight road bicycle that it will be a real pleasure to ride.

This bicycle will be made from nickel steel tube fitted with three-piece crank and hanger and will be a practical duplicate of the Pierce-Kramer track racer, except in weight, etc.

NEWCOMB TAKES LONG TRIP

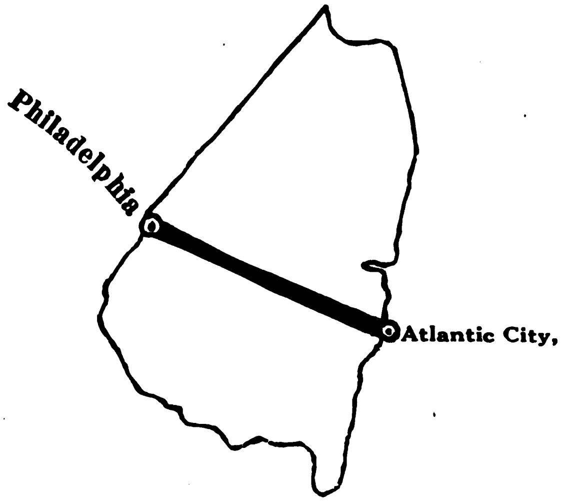
WHEN Ray Newcomb had nearly completed his Jacksonville-Chicago-Newark trip, arriving in Westfield about July 18, he was induced to stop off at the Columbia factory to see how his mount was made.

He has covered from 80-100 miles of the roughest roads each day since his arrival and now he is entering the last lap of his journey which will take him back to Jacksonville, Fla.

Newcomb left Jacksonville about May 15 for a pleasure trip, passing through Atlanta, Chattanooga, Louisville and Indianapolis, arriving in Chicago in time to witness the start of the Chicago-Milwaukee bicycle race. After leaving Chicago for Newark and Westfield, he visited Columbia dealers along his route.

At the Westfield factory, Newcomb was told of the new 1923 Columbias and the efforts of the Columbia makers to incorporate even more improvements in the line for the coming year. He was shown the recently installed new process of steel tubing manufacture and the rigid tests which the frame is subject to in the testing laboratory of the factory. The frame is weighed with a load of over 200 pounds at the points of greatest strain and placed upon a revolving belt having regularly spaced wooden projections. This affords an exceptional rigidity test for rough riding, vibration and strains which is bound to show up any imperfection that might exist in the frame.

Newcomb was much interested in this feature of Columbia tests and indicated his willingness to supplement this with actual road tests, using stock Columbias, and promising to cover between eighty and one hundred miles of the roughest roads each day. Westfield engineers are constantly working upon similar tests and experiments in connection with the manufacture of their two wheel products.



BE OUR GUEST

BEFORE AND AFTER THE SHOW

We're only 53 minutes away. Do stop off at Philadelphia on your way out to the show—on your way home.

Have you ever seen the wheels turning in a large Jobber's establishment?

Usually, we send men to see you. Why don't you come to see us this once? See how our boys move when your order comes in. Watch the fidelity and care with which each item is filled. You'll be delighted with the quick, snappy but thorough way in which everything moves here.

Come and see six floors filled with merchandise so that your order may be completed without a hitch.

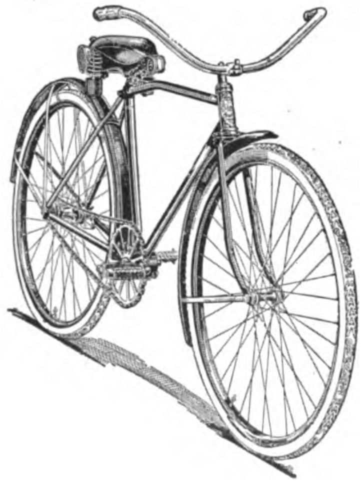
Come on in to see us. The latchstring is out. We're expecting you.—Morgan.

RADIO—We have the largest radio stock carried by any Jobber in this business. This is the Radio Season. Let us start you in the business. Radio makes money during non-riding months when cycle goods don't move.

Write us at once.

Philadelphia to Atlantic City

Only 53 Minutes by Train
Less by Auto or Motorcycle
BE OUR GUESTS

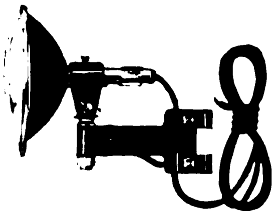


"1923 the Biggest Year Yet." That's what everybody is saying. We've got ready for you the Mauro Bicycle, the Delphi and others; a full Radio Line, cycle parts and accessories.

Broadway Cycle and Supply Company

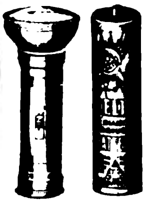
527 MARKET STREET PHILADELPHIA, PA.

No. 38—5 Models



No. 20—3 Models

No. 10—3 Models



No. 202 — 12 Models

417 Battery— 12 Models

No. 500—2 Models

DELTA

NATIONALLY POPULAR

Electric:

BICYCLE LAMPS

(5 MODELS)

This permanent Bicycle Spot-light stands the gaff of rough, rutty roads as no other light can. Nothing to break, wear out or work loose; can't be bumped out of commission.

Operates on No. 6 Dry Batteries. Backed by National Advertising.

AUTO SPOTLIGHTS

(3 MODELS)

Floods the road for 1000 feet ahead with non-dazzling, brilliant, never-failing light that is legal anywhere, time tried and road tested. Focus quickly changeable to any desirable range. Models for all closed and open cars.

HAND LANTERNS

(3 MODELS)

Built to withstand hard knocks.

Gives a powerful, concentrated light, hundreds of feet ahead. Can be used about explosives or inflammables in perfect safety. Operates on two ordinary dry cell batteries, lasting for months.

FLASHLIGHTS

(12 MODELS)

and BATTERIES

(9 MODELS)

The Delta Line of Spotlight-Flashlights and Batteries is a line that will create profit and prestige.

Delta Flashlights shoot a piercing beam or shaft of light, whereby such small objects as house numbers are distinguishable 200 feet or more away. Nothing like it. Compare, and any existing doubts will be quickly removed.

RADIO HEADSETS

(2 MODELS)

Highest quality material, precision in manufacture and most rigid tests and inspection during manufacture, insure Delta Gold stripe Radio Headsets a position of leadership and permanency in the market. Retail $7.50.

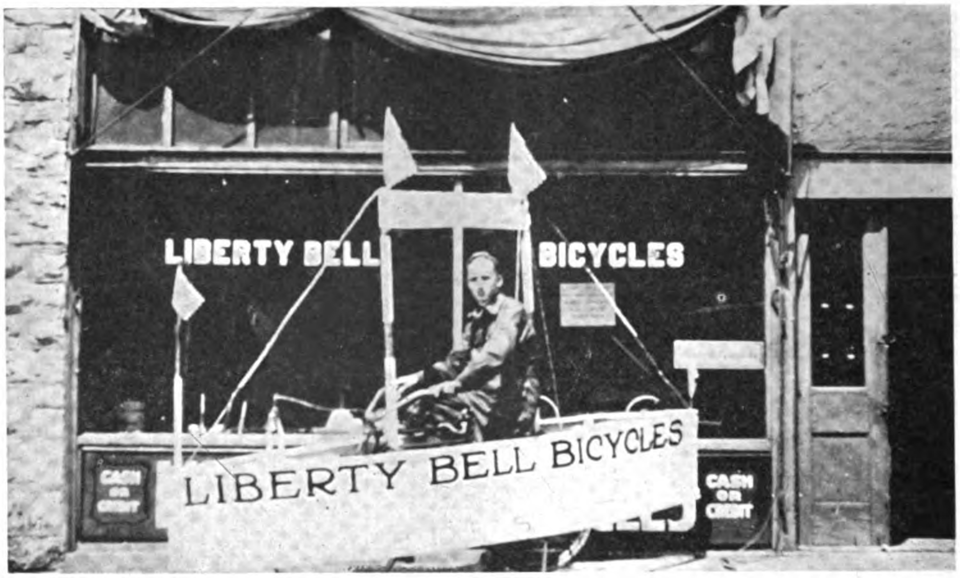
Carried by live dealers everywhere.

Delta Electric Company

130 Delta Block, Marion, Indiana

Standard Makers of Bicycle Lamps, Auto Spotlights, Lanterns, Flashlights, All Kinds of Dry Batteries and Radio Headsets

NEW YORK **SAN FRANCISCO** **WINNIPEG**



How Bell advertises

How Dealer Bell Makes *the* Cash Register Bell Jingle

By Bernard W. Kenney

KEEP stirring 'em up,'" is the advice of W. Bell, one of Kansas City's leading motorcycle and bicycle dealers. "If you keep your place humming like a beehive, people will come around to see what's going on. It means more business."

The proprietor of the Liberty Bell Bicycle Company evidently speaks from experience. He finds no time to complain about poor business, being too busy "thinking up something new."

"Have something moving in your window," he says. "It attracts attention and people become interested to such an extent that they expect to see things like this. With a little application, electricity can be made to do many simple but strange things. I like to make people guess how a thing is done. 'What makes it go' is a popular question, and whenever I can do it my moving displays are of the mysterious type."

The Liberty Bell shop carries a big stock of bicycles and cycle supplies, together with coaster wagons, juvenile bicycles, children's automobiles, velocipedes, and kiddie cars. These specialties bring in a surprising amount of business in addition to the regular bicycle trade. Bell sells between four and five hundred wheels per year. Sales are made for cash or on a club plan of $2 per week.

"There is one line I think is being neglected by many dealers," continued Mr. Bell. "That is the toy automobile. It seems to be the custom to push children's autos at Christmas time and then forget about them for the rest of the year. That is a mistake. No dealer tries to push sleds in July. It's true many toy autos are sold during the holiday season. But the summer months when kids are outside is the time to really sell these cars. We practice this theory and as a result we sell toy autos the year round, with our largest sales coming along in the quiet summer months. It helps tide over the dull season. Besides, it develops better trade. If you sell the parents of a little chap one of these cars, or even a kiddie car, you will have an opportunity to sell the same lad a bicycle when he grows bigger."

Bell takes an active interest in events that stimulate business. He promotes bike races, bike picnics, and other contests wherein bicycles are involved. Large crowds turn out for each event. The Liberty Bell shop is located near the Paseo, one of Kansas City's finest parkway boulevards. Here are staged many races which arouse youthful enthusiasm and incidentally, stimulate business. At a recent race Bell had over 100 contestants on hand. Prizes were offered, and the direct results of the race were far in excess of the actual cost of putting on the affair.

Advertising in various forms is given a great deal of attention. One striking feature to be seen on the streets at all times is the atractive Bell "Bicycle float." This is a boat-shaped float attached to the frame of a bicycle. The frame of the boat is made of lattice-work, with a ship's rigging; but without sails. Instead of sails painted signs are hung to announce some special feature of a bicycle sale. In this way bike races are announced as well as other events that may prove interesting to the bicycle buying public. This float is ridden all over the city and is on the streets every day.

PEALS FROM THE BELL

Have something moving in your window.

It is the custom to push juvenile vehicles at Christmas time and then forget about them. This is a mistake. No dealer tries to push sleds in July. The summer months when kids are outside is the time to really sell juvenile vehicles.

In youthful circles the proposed purchase of a bicycle by some boy in school is news that spreads rapidly. This is a tip for Bell's boy agents. They go after Johnny with "Buy it from Bell" as their motto.

Thousands of cards are printed for prospects. School boys receive two cents for every card brought in, properly filled by a prospect. These cards are filed carefully and follow-up letters are used to close a sale. From the information on the card Bell learns the birthday of every prospect. This gives him groundwork for strong sales letters to the parents.

At large public gatherings Bell is usually represented in some way. He owns an old fashioned high-wheel bicycle, and when this curiosity is ridden it never fails to attract attention. At a picnic he staged a race between the high wheel and a juvenile bicycle. The race was a feature of the day.

In newspaper advertising clinching arguments that appeal from the standpoint of reason are used. Here is a sample:

"Those who are obliged to use the street cars to and from work morning and evening spend $36 in car fare in three hundred working days each year. A serviceable bicycle can be purchased for that amount of money, and the bicycle will last for a number of years."

"My trademark 'Liberty Bell' is the result of much study," concluded Mr. Bell. "When I started in the business sixteen years ago I wanted a name that would be distinctive.

"I continued my search for a name until the old Liberty Bell passed through Kansas City. I was one of the thousands that went to see the historical bell. And the idea struck me that Liberty Bell would be a good trade name for me. It incorporates my own name and at the same time it associates my goods with the old bell. This gives a tone of age, or stability to my brand as well as a national character."

Jones Takes Honors *in* 3-State Run

Sol Kulp Once More Proves That the Light-Weight Can Deliver the Goods on an Endurance Run

By Armour Anderson

WITH 21 starters, 19 finishers and 16 perfect scores the Three-State Championship endurance run held under the auspices of the Reading Motorcycle Club on Sunday, August 27, was voted by all the best run that the club ever held. The total mileage was 348, and the riding schedule was 24 for the solo riders and 20 miles per hour for the rest, which included sidecars, middleweights and lightweights.

The Indian copped the main honors as they took the team prize, the highest sidecar score, the highest novice score and the highest consistency score. The Reading Standard took the highest solo score.

Arthur Jones with Old Man Jones took the highest sidecar score and the highest consistency score. He lost only three points at all of the three secrets. He also led the Indian team of himself, Raymond Schell and Harry Hart to the highest team prize.

The six Indian Scouts were led by 16-year-old Horace Fritz, son of the Indian dealer, and made a fine showing. Horace has rode in every run so far this year and has a perfect score for the whole year.

The only lightweight entered was Sol Kulp, who again made a remarkable showing. He was perfect at all the controls except the home one, and the cause of this was that a big storm came up about one hour before the riders were due, and as all the flivvers and all other machinery started homeward at the same time Sol was caught in the traffic with the result that he was 10 minutes late. And when we checked up the secret control sheets we found that he was ahead of time at them all. Can you imagine, with a riding schedule of 20 miles per hour and with 6 hours of night riding. These little busses must have some steam.

The riders followed the William Penn Highway to Harrisburg, where they were checked in by the Harrisburg Motorcycle Club. The next control was at Chambersburg, where the riders were checked in by John Grove, the local Harley-Davidson dealer. This was at 3 o'clock in the morning, and we must hand it to John; he sure was on the job. The next stop was supposed to be a check at Hagerstown, but the dealer there is a dealer no more, and he writes he now has a car and is not interested in motorcycles any more. How do they get that way? We should think that once interested in motorcycles, always interested in motorcycles. Anyhow, they all went through because Red Dalton and Slicker Hartman had a secret control along the National Trail, and, Oh, Boy! how they knocked them off. Rumors say that if they would have been about 5 miles from where they were some of the riders would have been shaky on the 30-minute clause for being ahead of time. Well, anyhow, this secret answered the purpose, as the tie scores were knocked to pieces.

Sol Kulp and his Neracar.

The next control was at Baltimore, where the riders were checked in by the State Referee, Mr. A. L. Aldrich, and the Baltimore Club. The next control was at Wilmington, where the live wire Wilmington Motorcycle Club postponed their club run and gave good service in guiding the boys in and out. The next control was a secret, but this did not do much damage, as the riders were expecting it and were riding a little more consistently.

All arrived in the home control on time, with the exception of Sol, and he was given a rousing reception when he arrived. Sol used the same machine that he used in the Pittsburgh run, and his showing in this run was all the more remarkable, as he was on the road 17 hours without a stop.

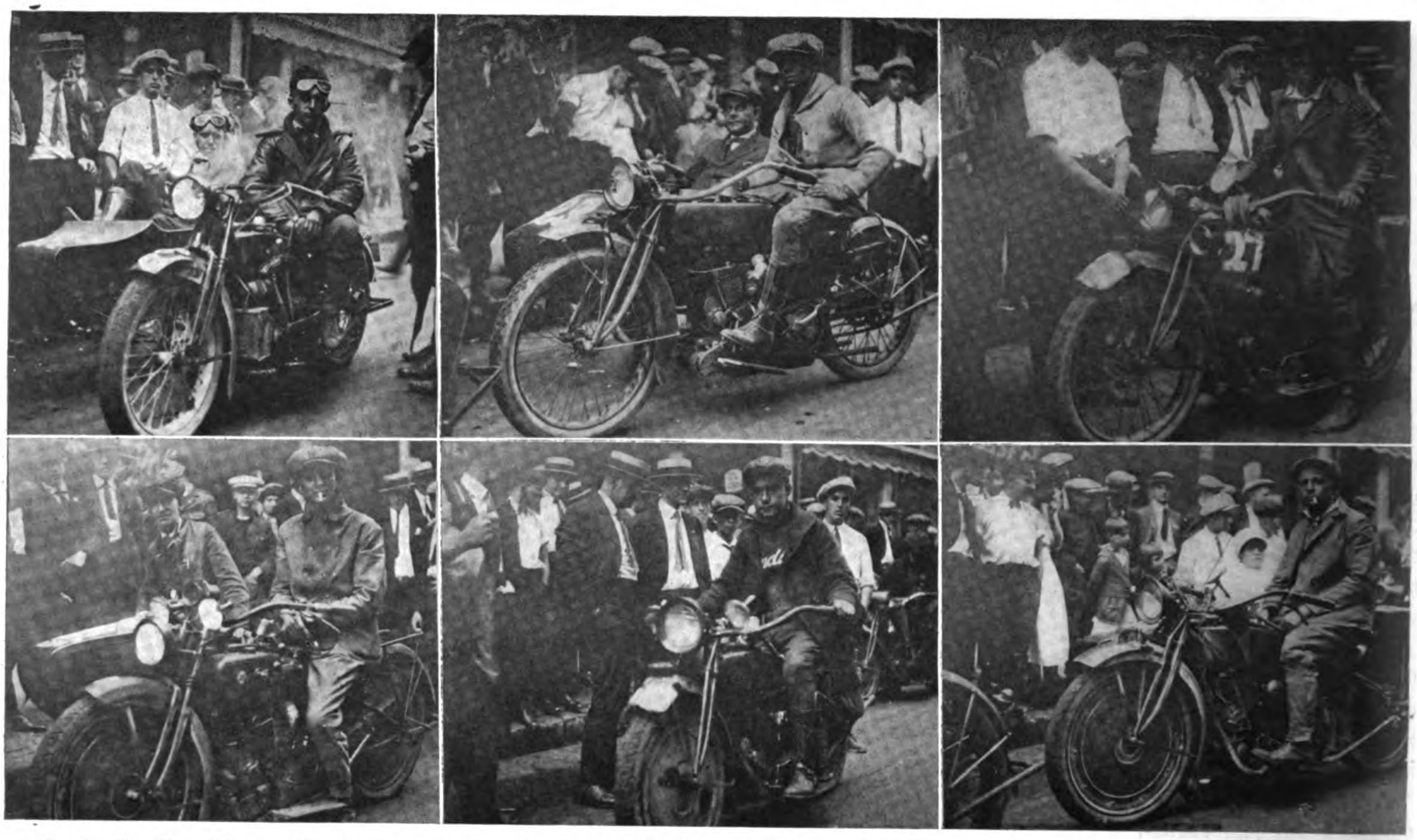
Giving credit where credit is due, we must hand it to Doc Liebold, who after riding 10 miles from the home control in the night spilled in some oil and rode back home again and after getting fixed up started away 1 hour and 35 minutes late and made up his time with the night riding. Doc may be a little old, but he showed some of the wise birds that he can still ride a motorcycle.

We also hand it to Mrs. Schell, who has ridden with her better half in every endurance run this year and has stood it better than some of the old veterans. We thought that in the Pittsburgh run she was cured, but now she says that even 17 hours is not enough and she wants to ride in a 24-hour endurance run. Come on E. B., let's go. The riders and the Competition Committee wish to thank all the dealers and clubs that helped to make this run a success. The committee also wishes to thank the manufacturers who have responded, as they had the best bunch of prizes that was ever offered in any of the club endurance runs.

This was the first run that the club ever held to Baltimore, and all the riders say let's go again next year and make this run an annual event. Well, as we believe in giving them what they want, we will hold this run, barring unforeseen things, as an annual event of the Reading Club.

This run was the third one of the season for the yearly medal for the highest score for the year. The fourth and last one will be the Clover Leaf run, which will be held some time in September, and it will be a hummer, as there are about ten men tied for the year so far.

We hand it to ourselves, for at last we have run an endurance run off without an argument, and we will say truthfully it is the first one. But, Oh, Boy! look out for the next one. With ten men tied for the yearly medal, and representing five different makes of machines, we know



In the Reading Motorcycle, three-state endurance run. Top left to right, veteran Charles Cole; it was his twelfth endurance run. Arthur Jones, winner of high consistency and high sidecar score. Doc Seibold, who refused to be balked by a greasy road. Below, left to right, "Skinny" Eisenbise; Horace Fritz, the juvenile wonder; Mr. and Mrs. Raymond Schell, who have made perfect scores in every run this year.

that the referee is going to be in hot water. Well, we will do the best we can.

THE SCORE

	Regular Control	Secret Control
Bud Eisenberg, Reading Standard (Eisenberg wins the solo three-state championship)	1000	992
John Heitner, Harley-Davidson	1000	988
John Capner, Ace	1000	986
Arthur Jones, Indian Sidecar	1000	997
Raymond Schell, Indian Sidecar	1000	993
Harry Hart, Indian Sidecar	1000	991
Horace Fritz, Indian Scout	1000	986
George Eisenbise, R. S. Sidecar	1000	983
Arthur Fromm, Henderson Sidecar	1000	979
Robert Hart, Indian Scout	1000	977
G. Kugler, Indian Scout	1000	974
James Neiman, Indian Scout	1000	970
Chas. Cole, Ace Sidecar	1000	970
George Flamm, Indian Scout	1000	968
John Lane, H.-D. Sidecar	997	960
Fred Stierhoff, H.-D. Sidecar	996	964
George Newhauser, H.-D. Sidecar	993	954
Sol. Kulp, Neracar Solo	990	972
Doc. Leibold, Indian Scout	900	905

Competition Committee Ch. Armour Anderson, Chas. Sweigert, Harry Hart, Ardis Hettainger, George Eisenbise. Referee, Armour Anderson. Checkers, Earl Dalton, Ezra Hartman, Chas. Brubaker, Scott Frankfort.

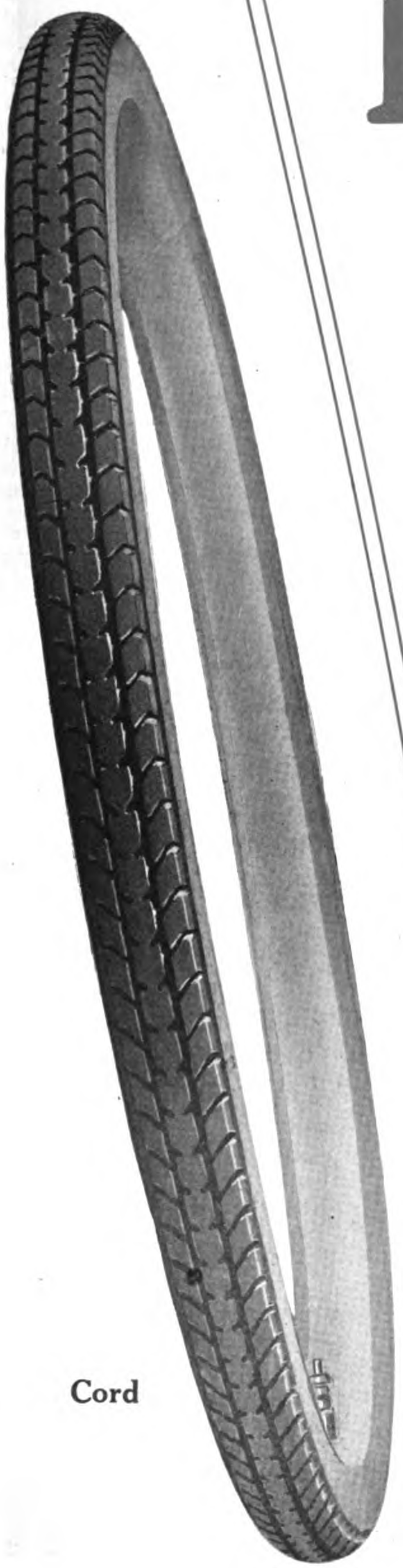
M. AND A. T. A. BULLETIN

A. B. COFFMAN

BELOW is a list of Gypsy Tourmasters who have not made reports to this office. It is barely possible that some of them did not go, being called off for various reasons; also some of them went on combined tours. However, our records show that these Gypsy Tours were scheduled and it is only fair to the riders who went on the tours that this office receive some kind of report, in addition to which we wish to complete our records, and also furnish Gypsy Tour medals to the riders who went on these particular runs.

Siloam Springs, Ark.—W. H. Frame.
Danbury, Conn.—Mr. Wocheck.
Augusta, Ga.—A. T. Walker.
Chicago, Ill.—West Side Motorcycle Club & Benevolent Assn.
Chicago Heights, Ill.—Chicago Heights M. C. Club—John Miller.
W. Frankfort, Ill.—T. H. Dailey.
Anderson, Ind.—Wayne Bond.
Hammond, Ind.—Henry Doell.
Davenport, Ia.—A. H. Gottschlich.
Auburn, Me.—Fred C. Bailey.
Cumberland, Md.—Chas. L. Zembower.
Lawrence, Mass.—Walter E. Proctor.
Manchester, N. H.—C. F. Jackson.
Manchester, N. H.—Manchester M. C.—Pete Forest.
Newport, N. H.—Edward Beauchaine.
Bayonne, N. J.—J. M. Kaiser, Jersey City, N. J.
Bound Brook, N. J.—Bound Brook M. C.—O. A. Williams.
E. Rutherford, N. J.—Bergen Motorcycle Club—Dan Hoppie.
Cortland, N. Y.—Edward C. Mead.
Mechanicsville, N. Y.—Edgar A. Brunelle.
Utica, N. Y.—Geo. T. Lockner.
White Plains, N. Y.—Geo. S. Howlett.
Durham, N. C.—John J. Wilson.
Fargo, N. Dakota—Chas. H. Siems.
Athens, Ohio—H. D. Nice.
Dayton, Ohio—Dayton Motorcycle Club—Geo. W. Snyder.
Nelsonville, O.—A. D. Farrow.
Elizabethtown, Pa.—E. S. Frey.
Irwin, Pa.—Frank Kober.
Johnstown, Pa.—W. E. Oaks.
Kane, Pa.—Jack Caubert.
Ridgeway—MacRoselli.
Uniontown—A. R. Crawford.
Parker, S. D.—Wm. H. Hargrove, Jr.
Memphis, Tenn.—C. R. Uhlmann.
Waco, Texas—B. J. Knowles.
Barre, Vt.—A. M. Flanders.
Charlottesville, Va.—Charley Staples.
Charleston, W. Va.—B. E. Andre.
La Crosse, Wis.—John Grabinski.

The Harley-Davidson Sales Company of Dallas has just sold the Police Department sixteen new machines.



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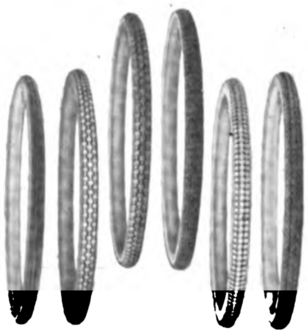

The "Big Six" Federal Line

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

FRANCESCO VERRI, the Italian sprinter, will sail for Europe on the White Star Line steamer Homeric on Saturday, September 9.

* * *

There is not much doubt as to who is the paced champion of this country. After seeing the ease with which George Chapman wins his races one does not wonder that he won the title and is leading the points table.

* * *

Frank P. Barbero, of the Unione Sportiva Italiana, postcards me from Colorado Springs that he is having a great time out there and will return to New York on September 11 in time to see the A. B. L. races at Atlantic City.

* * *

Since Frank L. Kramer took the job of dictator of the N. C. A. he has started a bomb in the camp of the trainers. The trainers must now appear before the public with long sleeves and look neat and natty. Might make 'em wear dress suits. The only danger of that is that someone may mistake them for waiters and then what a roar would go up.

* * *

The curtain for 1922 will shortly be drawn on some of the tracks in New England. The Providence track will run this Friday, next Tuesday and the following Friday, and will then call a halt unless the weather should be excellent. Philadelphia will shut up shop soon and the other New England tracks will follow suit. New York and Newark will see the riders for some time, as the promotors plan to run Sundays as long as weather permits.

* * *

Bob Spears, the tall Australian, who is shaking a mean pair of ankles over in Europe, is considered one of the real favorites for the world's championships whenever and wherever they are run. Spears has beaten Peter Moeskops, the present holder, and Ernest Kaufman, the Swiss, two dangerous rivals, in matches, and on August 20 won the Grand Prize of Copenhagen from Thorwald Ellegaard, the Dane, and Joe Van Bever, the Belgian, Spears winning two heats to Ellegaard's one.

* * *

An attractive program of racing will be offered the patrons of the New York Velodrome when the track stages its first Sunday meet on September 10. The feature race will be a one-hour Velodrome championship with an international field made up of American Champion George Chapman; Victor Linart, the Belgian and world's champion; Jules Miquel, France; Vincent Madonna, Italy, and Frank Corry, Australia. It may be possible that either Brask Andersen, the Dane, or Willie Appelhans, Germany, may be added. Three amateur races and some running races under A. A. U. sanction will also be run at the first Sunday meet.

* * *

Everything is set for the A. B. L. championships of America at Atlantic City on Saturday, September 16. A. R. Jacobson, who has been as busy as a bee, states that he has sent out checks and tickets for the finalists to come from their respective States and that 30 or more riders will be on hand. The races will be started at 10:30 A. M., instead of in the afternoon, the change being necessary on account of a big parade to be held in Atlantic City in the afternoon. A list of champions that is published in another part of the paper shows nineteen finalists in the Senior class and eleven in the Junior class. There should be some fine races at the City Athletic Field, where the sprint events will be run and on the Pleasantville Boulevard, where the unpaced events will be contested. Frank L. Kramer, temporary chairman of the Board of Control of the National Cycling Association, is going to try and attend to see if he can discern any possibilities for his crown that he held for so many years.

* * *

Willie Grimm, the amateur champion for 1922, has turned professional and rode his first race in that class at the New York Velodrome, Friday night, September 1, when he and Roy Mobeck, the Chicago amateur, who was also making his debut as a pro., started in the two-hour team race. It would have been better, in my estimation, if the pair of them had waited a while longer to enter among the more experienced cash chasers, but since they have taken the move and are real pros., good luck to both of them. They cannot again ride as an amateur—at least not in this country. Over in Europe, where they are so "strict" in regards the status of an amateur, they allow an amateur who has ridden as a pro. to stand idle a year and then apply for reinstatement as an amateur. Norman Hansen, who raced as a pro. in this country and received money for such riding, is now riding as an amateur in Europe and competed as an amateur at the world's championship meeting in Liverpool. Amateurs? It is to laugh.

Steve O'Connor, the winner of the A. B. L. championship of California.

* * *

Frank L. Kramer received his first "baptismal" as a referee at the Newark Velodrome last Sunday. The former champion, now retired, and the present temporary chairman of the National Cycling Association, stepped out as an arbiter at the Jersey track and, in the estimation of the writer, he made good. He was not severe in any case that he acted, but he was right in each case. He disqualified Francesco Verri and both fined and disqualified Orlando Piani, in match and open races. Due to the crowd not being informed of the disqualification of the latter in the third heat of a match race there was some harsh criticism hurled at the judges for not picking Piani. Piani, Willie Spencer and Ray Eaton had competed in a match race with Piani and Spencer taking a heat apiece. In the third heat Piani rode wide and Referee Kramer disqualified him. Spencer was second in the heat and the disqualification gave him the heat and the race. The announcer failed to inform the crowd that Piani had been disqualified, but, instead, simply stated that No. 3 won the match. No. 3 was Spencer and the crowd that saw Piani win the heat by a half-wheel were of the opinion that the judges had picked Spencer to win the heat. The booing of the announcement that Spencer won the match lasted for some time and after the races Piani's boosters hung around the office until it was explained that he had been disqualified. The fine levied on Piani was only $10 and that was for not trying in the heat of the open race. The fine was right, as Piani did not overexert himself to qualify. Verrie was disqualified for not holding the pole in a heat of a match race with Harry Kaiser, which was just, in my opinion. There was not much of a crowd at the Newark track on Sunday, the double-holiday probably taking many people out of town, but of the crowd that did come each and everyone was interested in seeing Kramer make his debut as a referee. Some may have gone to "bury Caesar and not to praise him." The major portion of the crowd seemed willing to give him a fair start. Of course, Frank is going to have heaps of criticism tossed his way and he is going to have a lot of praise as well, but if he continues to act as he did last Sunday, I for one, believe that he will make good. That is a thankless job at the best. You can't satisfy everyone, and he will make a mistake if he tries to satisfy everybody. There are rules to be enforced, and if he enforces them in an impartial manner he will need have no fears of the outcome.

Kramer Makes Bow as Referee

FRANK L. KRAMER, retired cyclist and recently appointed temporary chairman of the Board of Control of the National Cycling Association, made his bow as a referee at the Newark Velodrome and he made a good impression with his work. He slipped a $10 fine on one rider for not trying, disqualified another in a match for riding wide and also disqualified the rider he fined for riding wide in another race as well.

Referee Kramer's decision that netted a fine of $10 came in the third heat of the one-mile open. Orlando Piani, who had a match to ride later in the day, did not seem to care whether he qualified or not and he didn't seem to use any extra exertion to win. Willie Grimm, the amateur champion of the U. S. A., who is now riding pro., won the heat and Piani eased up in the last lap. The aforementioned fine was taxed against Piani. Referee Kramer's next move was when Francesco Verri and Harry Kaiser met in a match race. Verri had won the first heat and was leading Kaiser home in the second when he swung wide and the new boss of the riders disqualified him.

Willie Spencer, the champion; Ray Eaton, who ran second this year, and Piani met in a three-cornered match. The conditions called for the winner to take two heats. Piani beat Eaton and Spencer in the first heat and Spencer won the second heat with Piani and Eaton going home in that order. In the third heat Piani led his two opponents in the last lap. Piani was first at the bell, Eaton second and Spencer third. Going into the last lap Piani rode wide, but he rode a little wider in the last turn and Referee Kramer disqualified him when he won. Spencer came strong in the last half-lap and the judges caught him for second, which gave Spencer the match after Piani was disqualified.

Kramer instructed the announcer that he had disqualified Piani for riding wide, but instead of the announcer giving the order of finish of the heat and then telling the crowd that Piani was disqualified he simply said that the winner of the match was No. 3, which was Willie Spencer. Not many people in the crowd knew that Piani had been disqualified and many—in fact the major portion of the gathering—thought that the judges had picked Spencer the winner of the heat. Piani won by a good margin, but the finish between Eaton and Spencer was close. When Spencer was declared the winner of the match the crowd booed the decision, believing that the judges erred, not being informed of the disqualification. The judges were advised to secure new glasses and much more advice was hurled at them. They were even called robbers, and one fan wished that they were all in Sing Sing. That fan probably thought that New Jersey had no State hoosgow at Trenton.

The decisions were just that Referee Kramer made and the misunderstanding was caused by the announcer being in too much of a hurry to make a train for the seashore. Had the correct announcement been made there is no doubt that the Piani fans would have been far from satisfied, but the poor judges would have been saved a hard panning and a wish for incarceration in durance vile by the fans.

After Verri had been disqualified in the second heat he went out and beat Kaiser in the third, making a sure victory this time. The mile open was taken by Alfred Grenda, who beat Arthur Spencer, Alfred Goullet, Tom Bello, Jackie Clark and Willie Grimm.

Goullet had a chance to shine later in the day when he zipped home in front in the ten-mile open paced race with Aleck McBeath, Jackie Clark, Reggie McNamara and Fred Hill following him home. A two-mile tandem race was taken by Charley Osterritter and Anthony Young, who "merry-go-rounded" home in front with Fred Hill and David Lands and Gus Lang and Alfons Verraes.

Fred Spencer, Michael Dolan and Elmer Bundt starred in the amateur races. Spencer won the pursuit match with Anthony Beckman, Carl Hambacher and Gus Merkel. Dolan won the handicap and Bundt the two-mile. Summaries:

One-Mile Novice—Won by Ray Carter; second, Charles Armbruster. Time, 2:01 3/5.

Half-Mile Handicap, Amateur—Won by Michael Dolan, 55 yards; second, Otto Zipf, 30 yards; third, Sam Gastman, 40 yards; fourth, William Kirk, 55 yards. Time, 52 4/5 seconds.

Australian Pursuit Match, Amateur—Won by Fred Spencer; second, Anthony Beckman; third, Carl Hambacher; fourth, Gus Merkel. Time, 10:04 3/5. Distance, 4 miles and 1,020 yards.

American Paced Champion George Chapman, who is now leading other paced riders in the all-around table.

Two-Mile Open, Amateur—Won by lmer Bundt; second, Sam Gastman; third, Otto Cipf; fourth, Joe Buelow. Time, 4:07.

One-Mile Open, Professional—Won by Alfred Grenda; second, Arthur Spencer; third, Alfred Goullet; fourth, Tom Bello; fifth, Jackie Clark; sixth, Willie Grimm. Time, 2:07 4/5.

Two-Mile Tandem, Professional—Won by Charles Osterritter and Anthony Young; second, Fred Hill and David Lands; third, Gus Lang and Alfons Verrnes; fourth, Reggie McNamara and Willie Hanley; fifth, Fred Weber and Gordon Walker; sixth, Willie Coburn and Larry Gaffney. Time, 4:32.

Ten-Mile Open, Professional—Won by Alfred Goullet; second, Aleck McBeath; third, Jackie Clark; fourth, Reggie McNamara; fifth, Fred Hill; sixth, Cecil Walker; seventh, Lloyd Thomas. Time, 20:00 3/5.

CHAPMAN TAKES THE LEAD

PACED CHAMPION GEORGE CHAPMAN is now in the lead in the table kept by MOTORCYCLE AND BICYCLE ILLUSTRATED for the motor-paced riders. Champion Chapman now has 148 points to 140½ by Clarence Carman, the Long Islander. Chapman has won 21 races, finished second in nine and third in eight. Clarence won 18 races, has 11½ seconds to his credit, six thirds and a like number of fourths. Victor Linart, the Belgian and world's champion, is third with 135 points. Linart has won 15½ races, finished second in 13, third in seven and fourth in three. Twenty-eight riders have scored in the table and the standing up to and including Saturday, September 2, is as follows:

	1st	2d	3d	4th	Pts.
George Chapman ...	21	9	8	0	148
Clarence Carman** ..	18	11½	6	6	140½
Victor Linart*	15½	13	7	3	135
Vincent Madonna**....	12	14½	6	3	119½
Frank Corry*	7½	15	6	1	97
Jules Miquel	9	7	10	8	94
George Wiley	7	9	8	5	83
Charles Verkeyn	6	4	12	4	70
Frank Keenan	6	2	4	4	48
Vincent Markey	3	3	4	2	34
George Seres	2	5	3	1	32
George Colombatto ..	1	3	4	6	28
Jackie Clark	0	5	4	2	25
Larry Gaffney	3	2	1	2	25
Willie Appelhans ...	1	4	2	2	23
Brask Andersen	2	1	3	4	23
Percy Lawrence	2	2	2	0	20
Willie Keller	2	1	1	1	16
Worth Mitten	0	2	2	3	13
Manuel Nunes	2	1	0	0	13
Luigi Marcella	1	1	0	2	10
Ralph Sniers	0	2	1	2	10
Archie Villa	0	2	2	0	10
Joe Reeber	1	1	0	0	8
Willie Upton	0	0	1	0	2
Louis Gilson	0	0	1	0	2
Humbert Norantonio.	0	0	1	0	2
Rudolph Blomstrom .	0	0	0	1	1

Points: First, 5; second, 3; third, 2; fourth, 1.

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* Linart and Corry tied for first. Points for first and second (8) divided between them.

** Carman and Madonna tied for second. Points for second and third (5) divided between them.

TAKE LONG BICYCLE TRIP

Leroy Fredericks, assistant physical director of the Reading, Pa., Y. M. C. A., and John Book, 14, and Forrest Stieff, 15, rode from Reading to Boston and back, 850 miles, taking two weeks for the trip, on bicycles. They carried "pup" tents and slept outdoors at night, and bought their meals in the little towns through which they passed. They came back bronzed like Indians and thoroughly enjoyed the trip.

C. R. C. A. RIDE TO WEST POINT

New York City.—Though it threatened rain on Sunday, Sept. 3, 25 members of the New York Division of the Century Road Club held a pleasure run to West Point, N. Y. The route was started from Columbus Circle at 8 A. M., going via 42d St. ferry to the Hudson Boulevard and continuing at a 15-mile pace via Dan Kelly's Hill, Englewood, Tenafly and Piermont to Nyack, where a 20-minute stop was made for refreshments. After leaving Nyack they were continually speeding down one hill and up the next all the way to Bear Mountain. Here they were more than willing to check their bicycles and go sightseeing around the park by foot. After sightseeing and recuperating for one hour they continued on to West Point, but after they had gone about 3½ miles, and had failed to take the detour a little farther back, they were forced to walk the last two miles on account of the roads being repaired.

By this time they had a swell appetite and felt like eating for a change in the program, so they rode all through the town and picked out the best restaurant and ate to their hearts' content. Afterwards they spent 3 hours touring and sightseeing around the West Point Academy grounds and to see the Sunday afternoon parade.

At 7 o'clock the return journey was started from Highland Falls via the Central Hudson Day Line Boat. They spent the 3 hours' journey on the boat, having the time of their lives with the members of the Young Ladies' Social and Outdoor Club of N. Y.

THE MARYLAND CLUB'S TITLES

Baltimore, Md.—The one-quarter, one-half and one mile club championship races, in the Maryland Bicycle Club's annual series, were held Sunday, September 3, on the Park Heights Avenue course and resulted in three victories for Justin Henkel, who had no easy time of it in any event as the first three riders were very closely bunched in all three races. Zimmerman, who finished second in each event, was but inches behind him and Boone but a short distance to the rear.

Fertitta, a newcomer in cycling, and Lohr, the Junior champion, easily accounted for the other points in the ¼ mile, while Smith and Fertitta gathered in the points in the other events.

Next Sunday they will again be seen in action in the five-mile club championship race which will be the last until the delegation which the Club is sending to the Atlantic City races returns, and it might be said that the only one who will go by train is the champion, as the rest, like real, true cyclists, will journey there by their trusty wheels. Summary of the races:

Name	Races ¼m.	6½m.	1m.	25m.	50m.	Hill Climb	Total Points
C. Zimmerman	4	4	4	4	4	4	24
J. O. Henkel	5	5	5	0	0	5	20
Earl Boone	3	3	3	0	5	0	14
V. Fertitta	2	2	1	0	0	0	5
Hugo Mele	0	0	0	5	0	0	5
R. Lohr	1	0	0	0	0	3	4
J. Smith	0	1	2	0	0	0	3

U. S. I. RUN A TEAM RACE

New York City—Thirty cyclists showed up on the newly paved Speedway, Sunday morning, September 3, to compete in the Unione Sportiva Italiana one-hour team race for special prizes. The 15 teams rode over a one and one-third mile lap course, sprints being held at the finish of each lap, five riders to score points in each sprint.

The riders kept together for the first three miles, but after the third sprint E. Monzoglio jumped away from the pack, getting an advantage of about 50 yards, when he was relieved by his partner, John Haggerty, who increased the lead to about one-third of a mile. At this time, in their efforts to overtake the leaders, the other riders split up, which made it look like a pursuit race, the team of Visco and Quarello being closest to the leaders. After riding split up in this manner for about ten miles, all the riders caught the team of Visco and Quarello, leaving Haggerty and his partner the only team ahead who, up to this time, had increased their lead to about one-half a lap. During this mad riding several teams who were unable to keep up the fast pace had to pack in, leaving only nine teams in the race after fifteen miles had been covered.

J. Haggerty and E. Monzoglio held their advantage through to the end of the race and won with a total of 87 points, scoring first in all but two of the 18 sprints. The team of Visco and Quarello accounted for second place with 63 points. The other prize winners were E. Giampaoli and C. Premo, 49 points; O. De Cresenzo and J. Siciliana, 45 points, and J. Becker and C. Monzoglio, 35 points. The riders covered 24 miles in the hour.

B. C. W. HONORS ARE DIVIDED

New York City—William Stokes, Fred Osterhammel and Eugene Aickelin shared the honors in the weekly races of the Bronx County Wheelmen, Sunday, September 3. Stokes accounted for the 8½-mile "cork" race, Osterhammel the Pelham Trophy race at three miles unpaced, and Aickelin the Tonjes Trophy, a one-mile scratch. Eighteen men started in the events on the Grand Concourse. The summaries follow:

8½-Mile "Cork" Race

Pos.	Rider	Hdcp.
1	Wm. Stokes	30 sec.
2	A. Blechert	30 sec.
3	E. Aickelin	Scratch
4	F. Osterhammel	Scratch
5	H. Talg	1:30 sec.
6	Frank Welton	5:30 sec.

Time of scratch men, 22:10.

Pelhalm Trophy (3-Mile Unpaced)

Pos.	Rider	Time
1	F. Osterhammel	7:10 4/5
2	J. Kohn	7:22 4/5
3	A. Blechert	7:27 2/5
4	Wm. Stokes	7:36 3/5

Tonjes Trophy (1-Mile Scratch)

Pos. Rider
1 E. Aickelin.
2 A. Blechert.
3 Wm. Stokes.
4 H. Talg.
Time, 2:25.

Out of nine races run in the series of 10, Wm. Stokes, with a total of 40 points, is the practical winner, as the second man, A. Blechert, with 25 points, will be unable to overcome his lead with the remaining race.

GOOD CROWD AT HAZELTON

Hazelton, Pa.—A good crowd turned out for the bicycle races here on August 24, it being estimated that between eight and ten thousand people saw the sport. Marvin Woodring won the one-mile race from Charles Fritzinger, Fred Vito, William Kelly, Fred Sauer, Stanley Miller, Samuel Coplin, David Brown, Thomas Larke and Sam Mascarelli, who finished as named. In the boys' race, which was limited to lads 12 to 15 years of age, John Brill beat George Rusnock and Robert Butler. The dealers who helped put the meet over had 300 inches of publicity and 110 inches of advertising.

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At the race run by Landau, the Hazelton, Pa., hustler. Upper left, a group of starters; upper right, Marion Woodring, No. 6, the winner, at the left; lower left, some more of the winners, Fred Vito, No. 2; Fred Sauer, No. 5; and Woodring, No. 6; lower right, embryo champs; insert, the youngest rider.

CHAPMAN TAKES WORLD'S DERBY

Providence, R. I.—More than 10,000 persons on September 1 witnessed the World's Derby event here. Bicycle riders were on the track from every 'drome in New England, while professional stars were on hand from the Newark Velodrome.

The alternance match race was one of the big features of the night, the contestants being Arthur Spencer, Orlando Piani, Frank Cavanagh and Pierre Sergent. Arthur Spencer captured first place with 25 points while he was pressed hard by Piani who finished with 23 points. Spencer in his three heats came through a winner in each of his heats by coming from the rear.

The World Derby at 62½ miles, the main event, was run in a heavy fog, but even a slightly damp track did not deter some of the riders from extending themselves throughout the struggle which was won by George Chapman, of Newark, in 1 hour, 32 minutes and 51 3-5 seconds. Clarence Carman finished one-half lap behind Chapman. Charles Verkeyn was third, having covered 62 miles, 1½ laps; Vincent Madonna, fourth, with 57 miles 1 lap, and Victor Linart fifth, with 54 miles 3 laps.

In the motor paced race Chapman drew the pole. Madonna was second, Carman third, Verkeyn fourth and Linart fifth. The first real battle of the race occurred in the 18th mile when Madonna, who had been forcing Chapman for three miles, attempted to pass. For a time Verkeyn, Chapman and Madonna were riding almost neck and neck. Ruden pulled away from Madonna, who lost his pace, while Verkeyn drew away from Chapman.

In the last lap of the 35th mile Carman began to sail and challenged Madonna, but he was not able to pass the Italian until the third lap of the 37th mile. Madonna broke and later hooked on behind Morin when it was found a brace on Ruden's machine had become loosened.

Madonna and Linart, of whom much was expected, made a poor showing, the former, as the race advanced, constantly losing his pace. Linart took several rest periods but his trainer declared his condition warranted it. Verkeyn gave a good account of himself and fought valiantly to gain better than third place, but Chapman and Carman proved too strong a pair for him to pass. Summaries:

One-Mile Handicap, Class B, Amateur—Won by Ray Warren, 15 yards; second, Alfred Sandquise, 150 yards; third, Frank Graziano, 30 yards; fourth, Byron Sweet, 25 yards. Time, 2:03.

Two-Mile Handicap, Amateur—Won by L. S. Harten, scratch; second, Peter Coloumbo, 80 yards; third, Chick Meyers, scratch; fourth, C. Prococini, 120 yards. Time, 4:12 3/5.

One-Mile Open, Amateur—Won by Frank Pischione; second, L. S. Harten; third, Chick Meyers; fourth, Martin Derrig. Time, 2:07 4/5.

Half-Mile Handicap, Professional—Won by Rudolph Blomstrom, 60 yards; second, Hugh McPartland, 70 yards; third, Willie Cupit, 55 yards; fourth, Joe Mitola, 60 yards. Time, 57 1/5 seconds.

Five-Mile Open Professional—Won by Frank Depanni; second, Archie McDonald; third, Tommy Fitzsimmons; fourth, Michael De Orio. Time, 11:08 4/5.

Alternance Match Race, Professional—Won by Arthur Spencer, 25 points; second, Orlando Piani, 23 points; third, Pierre Sergent, 13 points; fourth, Frank Cavanagh, 11 points. First heat won by Spencer; second, Cavanagh; third, Sergent. Second heat won by Piani; second, Sergent; third, Cavanagh. Third heat won by Spencer; second, Sergent; third, Piani. Fourth heat won by Piani; second, Spencer; third, Cavanagh.

ANOTHER FOR THE CHAMPION

Revere, Mass.—The World's Cycling Derby, run at 62½ miles, was the feature of the Revere Cycle Track on Saturday night, September 2. The starters were Champion George Chapman, Victor Linart, the Belgian; Clarence Carman, the Long Islander; Frank Corry, Australia; Vincent Madonna, the Italian, and Jules Miquel, the Frenchman.

Linart took the lead and held it for 32 miles when Madonna took the commanding position. Madonna retired after suffering tire trouble. In the 43d mile Chapman took the lead and was never headed, the champion riding around his opponents in spite of efforts to hold him off and he won by ten laps, or a mile and two-thirds. The time was 1 hour, 27 minutes and 10 1-5 seconds.

American Sprint Champion Willie Spencer met Frank Cavanagh, the local pride, in a match and Spencer won two straight heats. Willie Keller, the Newarker, captured the five-mile open for the pro. riders and Hardy Jackson, the dusky hued rider, took the third-mile handicap for the same class, Hardy having 115 yards to help him on his way. Summaries:

Half-Mile Handicap, Amateur—Won by Ralph Duffy, 105 yards; second, George Carmody, 65 yards; third, Walter Hansen, 110 yards; fourth, Tom Logan, 60 yards. Time, 55 3/5 seconds.

Miss-and-Out Race, Amateur—Won by Joseph Reni; second, Charles McDonald; third, George Carmody; fourth, F. L. Hebb. Time, 8:31 2/5. Distance, 3½ miles.

Third-Mile Handicap, Professional—Won by Hardy Jackson, 115 yards; second, Hugh McPartland, 85 yards; third, Fred McKenzie, 50 yards; fourth, J. B. Rollins, 70 yards. Time, 34 2/5 seconds.

Five-Mile Open, Professional—Won by Willie Keller; second, Nelson McKenzie; third, Walter McKenzie; fourth, Frank Cavanagh. Time, 11:40 1/5.

WAHL WINS HAMBURG OPEN

Hamburg, N. Y.—The bicycle races scheduled for the Hamburg Fair on Tuesday, August 29, had to be postponed until Saturday afternoon, September 2. A. E. Wahl won the half-mile open, with Fred Seligman running second to him. N. Ulrich and P. C. Rott finished third and fourth, respectively.

Carl Smith, 15 yards, accounted for the three-mile handicap. Seligman, scratch, was second; A. E. Wahl, 25 yards, third, and P. C. Rott, 35 yards, fourth. The time was 7:36 4-5.

EARL HANSEN AT OSHKOSH

Oshkosh, Wis.—Earl Hansen was the best of the cyclists nine-mile race here on August 20, Hansen beating out Gordon Gallinger, Art Larson, Ed Baier, Earl Kock, L. Butt and Joe Heizer in that order.

Frank Hughes, a Revere Beach Cycle Track sprinter in the amateur class.

HERE HE WINS A MATCH

Providence, R. I.—George Chapman made a mess of Vincent Madonna in a special match race at the Cycledrome Tuesday night, August 29, defeating the Italian in two heats. In the first after Madonna had gone 15 miles he retired from the contest. In the second the Italian forced the champion to extend himself just a little, and didn't cease his hard work until the third lap of the sixth mile, when Chapman came up on him so suddenly that Madonna quit again. The victory may not be a fair test, however, as the Federal Hill supporters of Madonna say he was not in condition.

L. S. Harten, the New England amateur champion, defeated Willie Grimm, the American titleholder, in a three-heat contest, after Grimm took the first round. Harten's victory was well deserved as the race was a thriller. The N. E. champ, however, appeared to show better generalship.

Two-lap Handicap, Amateur—Won by Walter Newton, 40 yards; second, Chester Fornica, 40 yards; third, James Gregson, 50 yards; fourth, Raymond Warren, 35 yards. Time, 34 2-5 seconds.

Miss-and-Out, Amateur—Won by Tony Samone; second, Vincent Picchione; third, Edward Stone; fourth, Frank Graziano. Distance, 1 5-7 miles. Time, 3:53 4-5.

Two-mile Open, Amateur—Won by Chick Meyer; second, L. S. Harten; third, Frank Picchione; fourth, Martin Deerig. Time, 4:19 4-5.

Three-lap Handicap, Professional—Won by Romeo Goddu, scratch; second, Michael De Orio, 20 yards; third, William White, 25 yards; fourth, George Loftes, 15 yards. Time, 47 4-5 seconds.

Five-mile Open, Professional—Won by Thomas Fitzsimmons; second, Humbert Norantonio; third, Vincent Markey; fourth, Joseph Reeber. Time, 11:48 4-5.

Ten-mile Junior Motor-Paced—Won by Manuel Nunes, New Bedford; second, Joseph Reeber, Newark; third, Archie Villa, Providence; fourth, Luigi Marcella, Providence. Time, 15:14.

Motor-paced Match, between George Chapman and Vincent Madonna.—Won in two heats by former; first heat 15 miles; second, 5 miles 3 laps. Time, first heat, 21:28 2-5; second, 7:48.

LINART WINS HANDICAP RACE

New Bedford, Mass.—Victor Linart, the Belgian and world's champion back of the motors, won a 40-mile handicap motor-paced race at the Cycledrome here on Thursday night, August 31. Linart, who was the scratch man, won in 58:29 1/5, beating "Manny" Nunes, the local Portuguese champion, who had a mile start; Frank Keenan, Revere, 2/7-mile handicap, and Ralph Spiers, Revere, 1 1/7 miles handicap. Summaries:

Half-Mile Handicap, Amateur—Won by Dan Pischione, 10 yards; second, Charles Cavanaugh, 75 yards; third, Bruno, Dion, 55 yards; fourth, Roland Sevigny, 20 yards. Time, 57 4/5 seconds.

Two-Mile Open, Amateur—Won by Chick Meyers; second, Vincent Pischione; third, L. S. Harten; fourth, Dan Pischione. Time, 4:27 1/5.

One-Mile Handicap, Professional—Won by Frank Depanni, scratch; second, Fred Jarvis; third, William Upton, 70 yards; fourth, Joe Reeber, 45 yards. Time, 1:58 2/5.

Miss-and-Out Race, Professional—Won by Frank Depanni; second, Tommy Fitzsimmons; third, Louis Gilson; fourth, Genaro Prococini. Time, 4:38 2/5. Distance, 1 6/7 miles.

Match Pursuit Race, Amateur—Won by James Coe, Taunton; second, Roland Sevigny, Fairhaven. Time, 8:27. Distance, 3 miles and 700 yards.

One-Mile Invitation, Professional—Won by Michael DeOrio; second, Albert Crossley, Jr.; third, Rudolph Blomstrom; fourth, Oswald Colonna. Time, 2:18 1/5.

RAIN HITS N. E. TRACKS

Revere, Mass.—Heavy rains on Saturday, August 26, made the running of cycle races at the Revere Cycle Track impossible, so the bill was carried over until Wednesday. Rain also caused the meet at Providence on Friday, August 25, to be postponed.

Victor
TRADE MARK
LAMPS

Welcome to the Convention!

The Corcoran-Victor Company greets its many friends in the cycling trade and hopes that their stay at Atlantic City will be pleasant and profitable.

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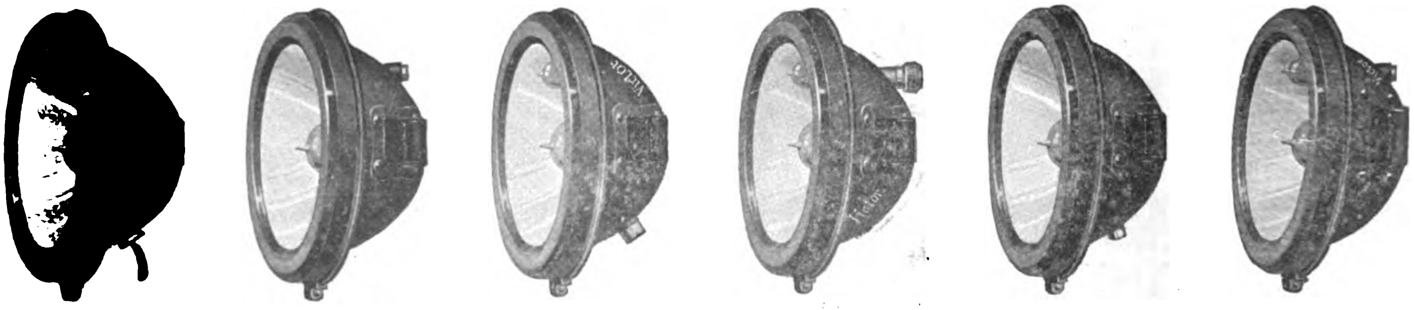

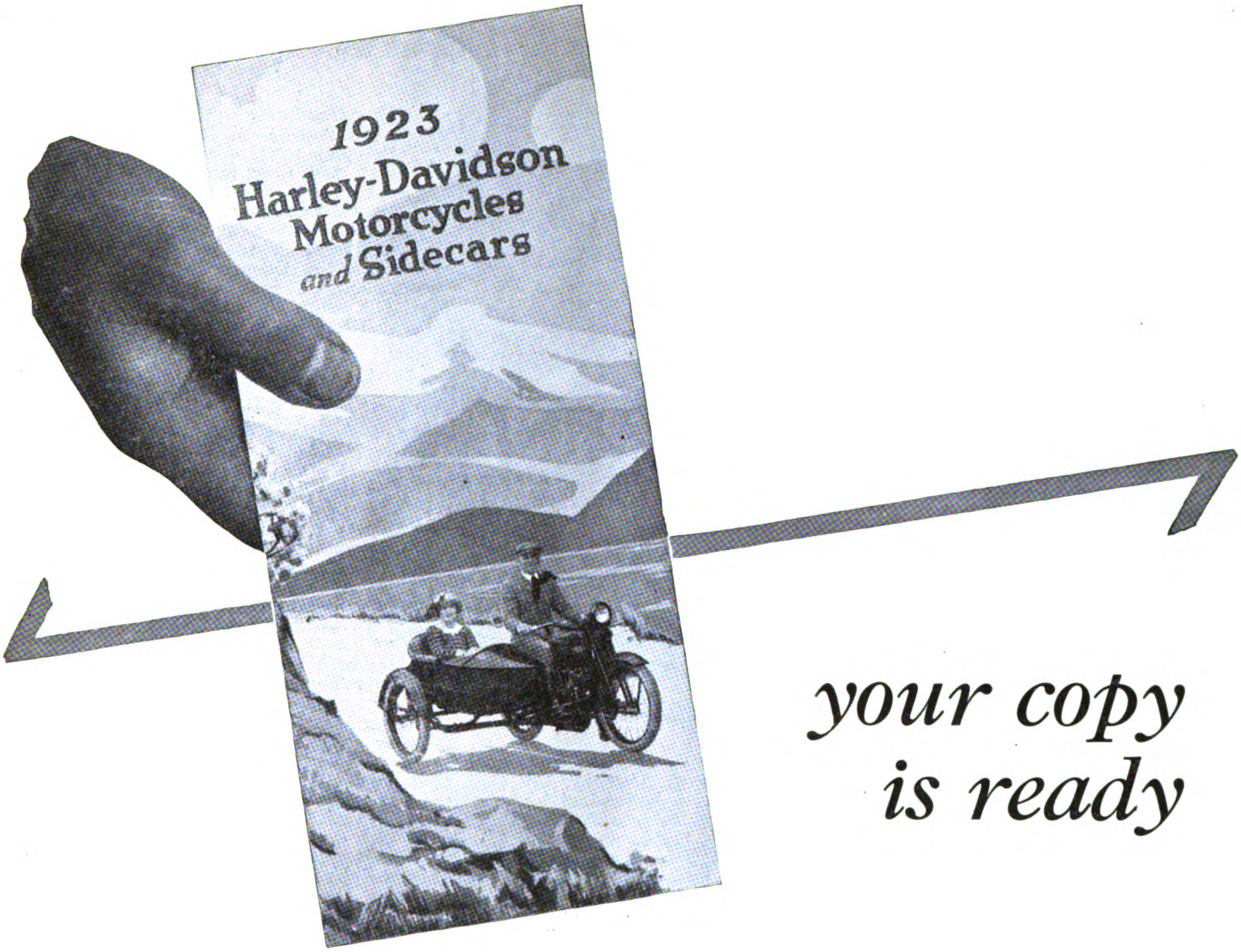

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With *the* Trade

KOKOMO ANNOUNCES CUT

Kokomo, Ind.—The Kokomo Rubber Co. announces that deep cuts have been made in the price of Kokomo Bicycle tires. This year's line will be confined to the Everlaster and Giant Stud, which have won marked favor with dealers and riders.

B. S. A. PARTS

New York—A full display of B. S. A. parts will be staged by Jonas B. Oglaend, Inc., during Convention Week at the basement display room of the St. Charles Hotel, where dealers can obtain full particulars of the new sales policy of this line.

DE LUXE CARBURETOR POPULAR

Indianapolis, Ind.—The Wheeler-Schebler Carburetor Co. report a rapidly increasing demand for the new Shebler DeLuxe. Dealers who began with orders for one and two are now placing quantity orders, indicating that the new carburetor has made good.

GUY WAINWRIGHT GOES ABROAD

Indianapolis, Ind.—Vice-President Guy A. Wainwright, of the Diamond Chain and Mfg. Co., accompanied by Mrs. Wainwright, is on a European tour, during which pleasure and business will be combined. They will visit England, France, Italy, Belgium, Denmark, Germany, and the Scandinavian countries. They expect to return about Nov. 1.

NEW IVER JOHNSON

Fitchburg, Mass.—The Iver Johnson's Arms and Cycle Works announces that the 1923 models are ready at "startling reduction in prices." In addition to the price reductions, an entirely new Iver Johnson velocipede and several new models of bicycles have been added. Rich color effects will be a feature of the 1923 line which will be on display at the Atlantic City show. An attractive agency proposition is also announced.

OGLAEND TO SELL BLUEMEL PUMPS

New York—C. W. Bluemel of Bluemel Bros., Ltd., makers of the well known English celluloid pumps, handlebar grips and chain covers, is spending some time in this country to look over the possibilities of making their products more popular over here. He has obtained the services of Messrs. Jonas B. Oglaend, Inc., 154 Nassau street, New York, as sole distributing agents. All inquiries addressed to them will receive prompt attention.

CLEAN PLATES IN PENNSYLVANIA

Philadelphia, Pa.—It is part of a campaign to enforce the State traffic regulation that the number plates shall be visible fifty feet away. Erward J. Sweeney, Chief of the Radnor Township police had his men stop offenders off,er them a brush, soap suds and the advice, "Clean up or put up." Seventy-nine motorists wer stopped, including a number of prominent "main line" folk.

Frank Snook

WICO GETS CONTRACTS

Springfield, Mass.—The Wico Electric Co. announces that it has obtained the contract of the Hendee Mfg. Co. for the battery requirements of the company for the 1923 output. This is the tenth consecutive year Hendee has equipped with Wico batteries. The company has also obtained the contract of the Excelsior Motor Mfg. and Supply Co. for its 1923 battery equipment, this being the fourth year the Chicago factory has used Wico. "Business is good," writes Sales Manager E. L. Stoughton, and points to the foregoing contracts to prove it.

DIEMER BROS. ON THE JOB

Toledo, Ohio—For over twenty-five years the three Diemer brothers have been making juvenile and baby wheel goods. They became personally acquainted with the trade and the Diemer line, now on the market as the American line, has been steadily forging its way to the front. The name Diemer has stood for quality and conscientious workmanship—to build vehicles to outlast the play time of the child has been their aim, and they have succeeded in making each year's offering stronger than the last. In order that the cycle men may know the American line and see the features that will make it one of the best 1923 has to offer, the Diemer brothers are coming to Atlantic City to meet the trade personally. The entire line manufactured by the American-National Company will be shown in Booth No. 9.

The three Diemers. Left to right—Harry A. Diemer, sales manager; William L. Diemer, president; Walter H. Diemer, secretary

FRANK SNOOK JOINS ACE STAFF

Philadelphia, Pa.—Another strong pillar has been added to the business structure of the Ace Motor Corporation by the addition of Frank W. Snook, formerly manager of the New York Branch of Edwards & Crist, a 100 per cent. go-getter who is widely known, universally liked and deeply respected among the motorcycle trade. In his new capacity Snook will apply the knowledge gained by his long practical experience to help Ace dealers solve the variety of problems that arise in the course of retailing motorcycles. His own marked success in the retail field fits him particularly to assist others who are less seasoned, and the practical information, useful suggestions and accurate directions that he is in position to supply will be of tremendous value to dealers who take advantage of this service. Snook's association with the Edwards & Crist organization has been a pleasant one, and he has a host of warm friends among the motorcyclists of New York and vicinity. But the rapid growth of the Ace gave an opportunity for activity in a larger field, and he decided on the change after a careful investigation of all factors affecting future developments. Snook's experience as a motorcyclist began in 1910. At that time he was employed as outside salesman for a wholesale stationery house in Los Angeles. He vecame an enthusiast and a booster, and in 1912 entered the ranks of the trade by joining the Los Angeles Motorcycle Co. as salesman and collector. The following year he went into business for himself, selling used machines and handling repair work, thus getting first-hand experience that gives him intimate knowledge of the varied problems that motorcycle dealers encounter. Early in 1914 Snook went to Chicago and became a salesman in the Edwards & Crist organization. He has been connected with that firm throughout the succeeding eight years, except during the winter months of 1915 and '16 when he was loaned to the Excelsior factory to travel Iowa, Minnesota and the Dakotas. He opened the Edwards & Crist branch in New York, as manager in the fall of 1917 and has been in charge there since htat time. Snook has been prominently identified with the organization and supervision of constructive motorcycle activity. He was one of the original members of the M. & A. T. A. Competition Committee, and has also officiated as referee at a large number of race meets, hill climbs, endurance runs and other contests in the East. In this capacity his fairness and good sportsmanship have won the respect and high regard of riders and dealers. He is now engaged in working out a series of new sales-building plans for the use of Ace dealers, and will always be available as counselor, right-hand man and active assistant to help untangle any particularly knotty situation that local or unusual conditions may bring up.

ROBBINS SAYS BUSINESS IS FINE

New York—Thomas R. Robbins, who travels East of Ohio for the Seiss Mfg. Co., of Toledo, reports a fine business. He says the trouble is that he can't be in two places at once. If he could he could sell twice as much.

STARR CATALOGUE

East Hampton, Conn.—The Starr Bros. Bell Co., established in 1840, manufacturers of all kinds of small bells, stamped and loose gongs, patterns, cast, bicycle sirens and bicycle horns, have issued an attractive catalogue in which the bicycle line is fully illustrated.

WIGWAM NEWS

Springfield, Mass.—"Happy" Feile, of Nyack, N. Y., is always a welcome guest at the Wigwman. "Happy" cut his visit short on his recent trip, as he left the "Mrs." tending shop for him. He said he had to get back quick as on a previous occasion he got a "bawling" out on account of his late return home.

HORACE HUFFMAN'S NEW JOB

Dayton, Ohio.—Announcement has just been made of the appointment of Horace M. Huffman as sales manager of the Dayton Steel Racquet Company. Mr. Huffman's new work will be in connection with the distribution and sales of the new Dayton Steel Racquet which replaces the wooden frame and gut stringing used up to this time in tennis racquets with a steel frame and steel stringing. Freedom from frame breakage or warping and from the breaking of the strings are among the points of superiority claimed for this racquet by its manufacturers.

D. P. NOT WORRIED

New York.—A representative of Motorcycle and Bicycle Illustrated dropped in to see D. P. Harris of the D. P. Harris Hdw. & Mfg. Co., at Church and Chambers streets, to discuss with him the new quotations being made by some of the other bicycle manufacturers. When asked what his attitude would be on the new prices Mr. Harris did not seem to be particularly interested in what other manufacturers were doing, as he said his position was not affected by prices of other manufacturers, either high or low. He had heard that some other manufacturers had made heavy reductions in prices, but as he did not make his price high it made cuts in the Rollfast line unnecessary. His product, he stated, was always distributed on a fair living basis during times of trouble as well as times of peace. Mr. Harris stated that he was working on his prices for the 1922-23 season and that he would soon be ready to tell his customers what they will be.

NETHERLANDS A GOOD MARKET

Washington, D. C.—More than half a million dollars' worth of American motorcycles were shipped to different parts of the world during the month of June, according to a recent report issued by the Department of Commerce. Our best market was the Netherlands, taking 292 machines, valued at $68,598. Belgium was next, with 266 machines, with a value of $73,092, and our third most important purchaser was Spain, who took 236 motorcycles, valued at $63,884. During the same month we also exported 1,368 bicycles and tricycles, valued at $12,056. The greatest number went to Cuba, that country taking 585, valued at $2,637; Brazil was next with 324, valued at $1,258, and Mexico was third, with 136 valued at $2,945. Exports of motorcycle and bicycle parts, except tires, totaled 304,985 pounds, valued at $155,865. Of these, 47,190 pounds, valued at $14,487, went to Spain. Canada took 35,889 pounds, valued at $17,316, and Japan took 30,516 pounds, valued at $18,567.

Ray E. Garner, Indian traveler and cycle merchandising missionary.

SALES METHOD CHANGED

Brooklyn, N. Y.—A suit was filed in the Federal Court in Brooklyn last week on the order of United States Attorney General Daugherty to restrain A. Schrader's Son, Inc., manufacturers of valves, gauges and pneumatic tire accessories, from the continuance of an alleged violation of the Sherman Anti-Trust law. According to the Government's complaint the corporation has issued "licenses" to dealers, by the terms of which the dealers are required to sell only to manufacturers and dealers designated by the company, and at prices fixed by the company. The licenses are revokable at the will of the Schrader company, according to the complainant, and the system constitutes a monopoly. Frank M. Avery, of Philips & Avery, 41 Park Row, New York, attorneys for the Schrader corporation, said that the company would adopt a new selling system at once. "Formerly the company has been selling its products under a license agreement with a royalty arrangement and certain price restrictions," said Mr. Avery. "We have come to the conclusion that this is an infringement of the Sherman Anti-Trust law. After Labor Day we will enter our consent to the injunction the Government asks, since we cannot have any objection to a restraint for a sales system we have discarded. We have made complete arrangements for the new system. They are already in force."

George Delancey Harris ready to start out for a ride on his Rollfast, which he prefers to his Packard as his mode of transportation.

GENERAL SITUATION GOOD

Washington, D. C.—The "inherent soundness" of the business situation has been the outstanding feature of the month, according to a review of business and financial conditions throughout the country just issued by the Federal Reserve Board. This has been shown by the continuance of activity at a relatively high level, it is stated, despite labor disturbances, in particular those in the coal and transportation industries, and despite the fact that some recession of activity is normally expected at this season of the year. A very optimistic outlook for fall trade is held by the Board, especially with the prospect of an increased demand for certain commodities to compensate for restricted output or delay in placing orders owing to uncertainty. However, the Board believes, business must necessarily proceed under handicap for some time to come, as a result of fuel shortage and transportation difficulties. Manufacturing activity in general has been maintained at a high level during both July and August, the reports to Washington show. Even in those industries which ordinarily show a seasonal recession activity is still far in excess of a year ago. The labor situation showed considerable improvement during August, and with the settlement of the coal strike and of the cotton mill strike in New England many workers have returned to their factories with the corresponding increased demand for commodities of various natures. Wholesale trade suffered a decline during July as compared with June, but during August it is believed that it picked up considerably. Most lines, however, were in a better position than a year ago.

ACE AGENTS ON COAST

San Francisco, Cal.—Ollie Cummins, Ace agent in San Francisco, is rejoicing in the hit which, he states, the New Goulding family model sidecar has made in his territory. Roy Artley, Pacific Coast representative of the Ace, has opened up agencies in various northern California towns. The dealers who have taken agencies include: Joe's Repair Shop, 326 West Santa Clara St., San Jose, and The Stanford Cyclery, of Palo Alto, Cal. J. O. Brandon, manager of the motorcycle department of this establishment, expects to do very well with the Ace among the students of Stanford University. Lee Orwig, the Oakland Agent of the Ace, reports the sale of eleven machines. Orwig has just moved into a fine new store at 1923 San Pablo Avenue. Fred Garrick, who has taken the Vallejo Agency for the Ace, reports renewed interest in all his territory.

CHRISTMAS ORDERS ALREADY IN

Birmingham, Ala.—"Christmas orders have already been placed for bicycles," said Sam W. Hitt, manager, sporting goods department, Wimberly & Thomas Hardware Company, Birmingham, Ala. "We do not push our business much through the year but hustle for trade during the holidays, and we get it, too, selling at least a hundred wheels at that time."

Mr. Hitt is a great believer in advertising and derives results. He mails out convincing letters to prospective customers, talks to everybody he sees, sends word to those he does not come in direct contact with, and stays on the job about twelve or fourteen hours a day.

What Motorcycle Clubs *and* Riders Are Doing

RAIN AT ST. LOUIS

St. Louis, Mo.—Rain made the track so muddy that it was necessary to postpone the motorcycle races scheduled for Labor Day until Sept. 10.

ERIC WAS IN A HURRY

Newark, N. J.—Eric Brattstrom, a member of the N. J. M. C., has returned from a double transcontinental tour on his Harley-Davidson solo machine. It took Eric five weeks to go out and 18 days to return. Either he was homesick or a regular road hound when he hit those sandy roads of the west. He has a line on the speed of a jack rabbit having clocked one in Arizona doing 32 miles per hour. Then the bunny hopped off the road and hit the grit for the high bushes.

RAIN SPOILS SINGAC MEET

Singac, N. J.—Rain caused a halt in the running of the motorcycle races at the Singac, N. J., half-mile track on Labor Day. Carl Bush, of Newark, who is head of the Motor Racing Corporation, the promoters, says that the meet will be held on Saturday afternoon, September 9, and that all of the rideas will stay over. They include Maldwyn Jones, Earl Buzzell, Don Marks, Ralph Hepburn, Howard Welty, Eddie Nagle, Fred Nixon, Oscar Lehr and Joe Linke, the Virginians, and others.

A fine card of races had been arranged for Labor Day. The events included a time trial at a mile and three races for solo machines and a like number of events for sidecar entrants. The same program will be run next Saturday, weather permitting.

POTTSTOWN CUT SHORT

Pottstown, Pa.—Rain compelled the calling off of the best part of the program of motorcycle races scheduled for the Pottstown track Monday. Ten thousand people were on hand to see them go, but after the short races had been held the track was so dangerous that the two 25-mile races and the time trials were postponed to Sept. 9. William Minnich, Indian, won the 10 mile and 5 mile professional events, the former in 8:29 and the latter in 4:23 3/5. The 10-mile amateur was won by Ray Unger, Indian. Alex Morrison got second and J. Meitzel third in the 10 mile professional. Both rode Indians. Asa Rogers and Ray Olds, both Harley-Davidsons, got second and third in the 5-mile professional. H. Boettinger, Indian, and Howard Heidler, Excelsior, got second and third in the 10 mile amateur.

GREEN ROCKY MT. CHAMP

Denver, Colo.—A good crowd saw some good races here Labor Day. Hugh Murray, Indian, made the best showing in the time trials, with a mark of 54.04. O. C. Lovette, Indian, second, Time, 55. John Kreiger, Indian, third. Time, 55.04. Five-mile solo—Lovette first, Murray second, Kreiger third. Time, 4:41. Five-mile sidecar—Green, Harley-Davidson, first; Kreiger, second; Warner, Indian, third. Time, 6:03 1-5. Ten-mile solo—Kreiger, first; Lovette, second; Parkhurst, Indian, third. Time, 9:10 4-5. Ten-mile sidecar—Kreiger, Indian, first; Green, Harley-Davidson, second; Warner, Indian, third. Time, 10:10 2-5. Ten-mile solo—Parkhurst, Indian, first; Lovette, Indian, second; Warner, Indian, third. Time, 9:25 4-5. Twenty-five-mile solo, Rocky Mountain championship—Green, first; Warner, second; Murray, third. Time, 25:20 2-5.

NEW JERSEY CLUB DOINGS

Newark, N. J.—On September 10 the annual field day will be celebrated at Lake Hopatcong instead of Seidlers Beach as in the past. Ten contests will be run off. The water events will include fast swimming race, novelty dive, canoe race, etc. On land an unusual set of games will be held. The club will revive the Jersey Jaunt on October 1, with October 8 as a rain date. This run goes to Atlantic City on a 25 miles per hour schedule. The roads are excellent and the total mileage is 250. Silver medals are awarded to all contestants who make the double journey in 10 hours, 15 minutes maximum time. Other runs and contests are being planned to keep the riders active until snow flies. September 19 has been set aside in honor of Lincoln Holland, Jr., who will leave Newark for the Pacific Coast sometime in September. "Link" has been active in motorcycle circles since he came East and settled in Newark in 1914. He was president of the N. J. M. C. three times and has served as a vice-president twice. He is at present connected with the Carl W. Bush Co., in Newark.

SLOW TIME AT GREELEY

Greeley, Col.—Honors were divided at the Labor Day race meet here. Results follow: Three-mile open—Walt Higley, Indian, first; Ray Weishaar, Harley-Davidson, second. Time, 5:58. One-mile time trial—Jim Davis, Harley-Davidson, first; time, 1:09. Walt Higley, Indian, second; time, 1:13. Ray Weishaar, Harley-Davidson, third; time, 1:13 1-5. Five-mile open—Davis, first; Weishaar, second. Time, 6:09 1-5. Six-mile sidecar — Foote, Harley, Davidson, first; Kunce, Harley-Davidson, second; Jim Sasso, Harley-Davidson, third. Time, 14:46. Five-mile sidecar—Kunce, first; Foote, second; Peak, third. Time, 6:54 3-5. Four-mile amateur sidecar—E. B. Oliver, Harley-Davidson, first; Mike Pagano, Harley-Davidson, second; Anderson, Harley-Davidson, third. No time announced.

PHILADELPHIA PRIZE TOUR

Philadelphia, Penna.—Taking to the road in the dim hours of early morning when the sky was just shading from a velvety blue-black to slate-grey with the first signs of approaching dawn, the riders of the Motorcycle Club of Philadelphia set out for Binghamton Sunday for the first chapter of the Prize Tour that has been planned during the past two months. They were due at Binghamton for the night control, and on Monday morning were to start back to Philadelphia, where the finish was scheduled for the evening of Labor Day. Interest had increased each day as the time for the ride approached, as the system of scoring for points of interest observed along the way had stimulated the club members to new attention to the features of the districts that would be passed through, and they had been looking up facts about history and progress. The number of chapters of colorful romance and storied associations grouped around many of the towns and cities that the riders will visit on this tour proved surprising—many of the club members had never suspected that so many scenes of adventure and early heroism were within easy reach by motorcycle. The tour will serve as a practical object lesson to the public throughout the section of Pennsylvania traversed by the routes the riders follow. Through the chambers of commerce, boards of trade and newspapers of the various towns have been circulated an abundance of information dealing with the educational features of the tour and directing attention to the fact that the riders are enabled to visit such a great number of historic places in the course of a short two days by use of motorcycles to cover distance swiftly and economically. The tour has already demonstrated that the public does respond to publicity of this character, and that newspapers and civic bodies willingly lend co-operation and approval to distributing news about motorcycle activities of this kind, where they would give no assistance at all in connection with races, endurance runs or other competitive events where the principal emphasis is directed to speed, danger and sensations. Data regarding final scores of the various competitors, awarding of prizes, etc., is not available in time for this issue, but will be published next week, together with photos.

SECTIONAL HILL CLIMB RESULTS

Marion, Ind.—The East North Central Sectional Championship Hill Climb, held Labor Day at Marion, Indiana, under the auspices of the Entronuse Motorcylce Club, was successful in every way. There were three events, the first being a 37 cu. in. expert contested only by Indian Scouts. First place went to Roy Beal, who climbed 52 ft.; second to L. Gunkel, and third to Ed Henline. The 61 cu. in. event was won by Oscar Lenz, of Lansing, Mich., 80½ ft.; second, A. H. Honeick; third, H. Wiedlemen. All rode Harley-Davidsons. In the 80 cu. in. event Otto Neakoun, Indian, went over the top for a win in 6 seconds flat. N. Fyson and Oscar Lenz, both on Harley-Davidsons, went over the top, but were penalized for assisting with their feet.

WALKER SETS NEW RECORDS

South Bend, Ind.—Gene Walker and his Indian hung up a couple of new records in the two-day race meet here, September 3 and 4. In the five-mile national championship for 30.50 machines on half-mile track on Sunday he set a record of 5:08 1-5, and on Monday he cut this mark down to 5:07 3-5. On Monday he also set a three-mile mark of 3:02 1-5. There was a good crowd at both day's racing. The results follow:

Sept. 4—Two three-mile heats were required to qualify for the five-mile national championship. The first was won by Paul Anderson, Excelsior, with Ralph Hepburn, Indian, and Harry Freese, Excelsior, second and third. Time, 3:12 1-5. Walker won the second heat, with Paul Szarskowski, Indian, second, and John Seymour, Indian, third. Time, 3:09 1-5. The five-mile championship was then won by Walker, with Hepburn and Anderson second and third. Time, 5:08 1-5. The five-mile consolation was won by Seymour, with Kelly, Indian, second, and Freese third. Time, 5:27 2-5. The Australian pursuit race went ten miles and was won by Anderson, Hepburn and Seymour, in the order named. Five-mile open—Walker first, Anderson, Hepburn; time, 5:10 2-5.

Sept. 4 Results—Three-mile open—Walker, Hepburn, Seymour; time, 3:02 1-5, a new record. Five-mile for local riders—Freese first, Davies second, Van third; time, 6:11 3-5. Five-mile state championship—Walker, Anderson, Hepburn; time, 5:07 3-5. Five-mile open—Hepburn, Anderson, Seymour; time, 5:12 2-5. Ten-mile state championship—Anderson, Seymour, Hepburn; time, 10:45 3-5. Five-mile sidecar—Lippart, Indian, first; Susan, Halrey-Davidson, second; McFarland, Harley-Davidson, third. Time, 6:58 3-5. Walker used Firestone tires, Duckworth chain, Hedstrom carburetor.

SYRACUSE CHAMPIONSHIPS

Syracuse, N. Y.—Mr. Horace P. Murphy, Director of Contests, N. Y. State Fair, Syracuse, N. Y., states that entries are coming in nicely for the National Championships scheduled September 16, and that a record breaking attendance is assured. Last year was the first time motorcycle races were ever held at this, the big Fair of the Country, and they went over so big that they will be repeated this year. Mr. Murphy has a fine card of events, consisting of the 5-mile and 25-mile 61 Solo National Championships, the 10-mile Sidecar National Championship, and the 5 and 10-mile 61 Solo N. Y. State Championships and 10-mile Sidecar N. Y. State Championship. The prize money is generous and, as the riders from all over know Murphy is a "straight shooter", the best talent in the country will be on hand for a try at a piece of the change. Entries should be sent to H. P. Murphy, 328 Bastable Bldg., Syracuse, N. Y.

KREIGER STARS AT LOVELAND

Loveland, Col.—A good crowd witnessed the races August 31, on the half mile dirt track here. Kreiger and his Indian got the lion's share of the prize money. The results were as follows: Five-mile solo, Kreiger, Indian, first; Jim Davis, Harley-Davidson, second; Hugh Murray, Indian, third. Time, 5:50 2/5. Five-mile sidecar, Lester Foote, Harley-Davidson, first; Ben Peak, Harley-Davidson, second; Paul Warner, Indian, third. Time, 6:28. Eight-mile solo, Kreiger, Indian, first; Murray, Indian, second; Ray Weishaar, Harley-Davidson, third. Time, 9:29 1/5. Five-mile sidecar, Kreiger, Indian, first; Frank Kunce, Harley-Davidson, second; Foote, Harley-Davidson, third. Time, 5:50. Five-mile solo, Orrie Dunham, Harley-Davidson, first; Kreiger, Indian, second; Leslie Parkhurst, Indian, third. Time, 5:49. Three-mile solo, Kreiger, first; Davis, second; Parkhurst, third. Time, 4:01.

LOCKPORT, N. Y., RESULTS

Lockport, N. Y.—The motorcycle races on Labor Day attracted a fair crowd. Reeves, Harley-Davidson, and Ubelacher, Indian, divided honors. The results follow: Three-mile solo—Williams, Indian, first; Bratt, Harley-Davidson, second; Reeves, Harley-Davidson, third. Time, 4:03. Five-mile solo—Revees, first; Williams, second; Bratt, third. Time, 7:12. Five-mile sidecar—Ubelacher, Indian, first; Corwin, Indian, second; Poole, Indian, third. Time, 7:43. Ten-mile solo—Reeves, first; Bratt, second; Williams, third. Time, 14:02. Ten-mile sidecar—Ubelacher, first; Chase, Harley-Davidson, second; Bratt, third. Time, 14:37. Miss-and-out—Won by Reeves.

SANCTIONS ISSUED

RACE MEETS

Sept. 8—H. P. Murphy, Philadelphia, Pa. Sanction 717.

Sept. 10—Rome Racing Association, Rome, N. Y., Sanction No. 722.

Sept. 15—H. P. Murphy, Mount Holly, N. J. Sanction 716.

Sept. 16—H. P. Murphy for New York State Fair, Syracuse, N. Y., (Including 5 and 25 mi 61-in. Solo; 10 mi. 61-in. Sidecar). National Champ. Sanction 714.

Sept. 17—Mid-West Racing Association, Miami, Ohio, Sanction No. 727.

ENDURANCE RUNS

Sept. 10—Syracuse Motorcycle Club, Syracuse, N. Y. No route given. Sanction No. 741.

Oct. 7-8—Maryland Motorcycle Club, Baltimore, Md. Baltimore to Pittsburgh, Pa., and return. Sanction No. 742.

Oct. 1—New Jersey Motorcycle Club, Newark, N. J. No route given. Sanction No. 746.

HILL CLIMB

Sept. 13—Tioga County Fair Association, Westfield, Pa. Sanction No. 735.

Sept. 23—Lee H. Guile, Westfield, Pa. Sanction No. 736.

Sept. 24—Lancaster Motorcycle Club, Lancaster, Pa. Sanction No. 733.

A Correction—

Bedford Park, N. Y.
Aug. 5, 1922.

The Hendee Mfg. Co.
Springfield, Mass.

Dear Sirs:

I feel, being an INDIAN rider for a number of years, that I must take exception to your Ad in Motorcycle & Bicycle Illustrated issue of Aug. 3, 1922.

You state INDIAN MOTOCYCLES have been used by the New York Police Dep't for 15 years, but to my knowledge they have been used for over 19 years. I first learned to ride a motorcycle on Officer Howes' machine in 1903 and have been a steady rider of INDIAN MOTOCYCLES since then.

I have had nine INDIANS, my present mount being an INDIAN Chief with Princess Side car, the finest outfit on the road today, bar none. So hereafter do not be so conservative, as I am right on your trail.

With the best of success to your wonderful line of motorcycles and a great big INDIAN Summer for 1923.

From a Redskin through and through.

JOS. H. BROWN.

So it's 19 years—not 15—that the New York police have been using

Indians

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World's Largest Producer of Four-Cylinder Motorcycles

Its swift progress is the sure result of Ace value backed by a far-sighted policy that provides permanent profit for Ace dealers.

The only American Motorcycle backed by ten years engineering experience in designing and manufacturing four-cylinder models.

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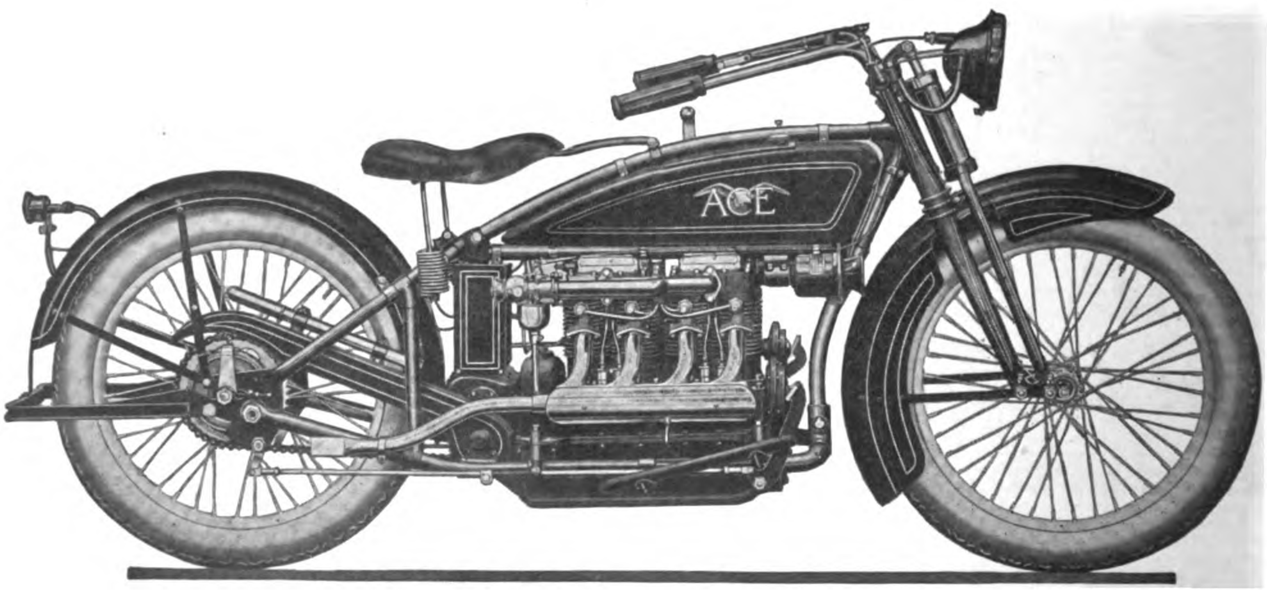

Stirring Finish *to* Team Race

ONE of the most stirring finishes to a team race came at the conclusion of the two-hour "little grind" at the New York Velodrome, Friday night September 1. The event, like previous races at the Manhattan track, provided plenty of thrills and some good "jams," but it was the windup that got the people all het up.

Twenty-one teams started, the last team to enter being the combination of Willie Grimm, National amateur sprint champion for 1922, and Roy Mobeck, the Chicago lad, who were making their debut in the cash-chasing field. The favored ones in the field with the fans were the Reggie McNamara and Alfred Grenda, Ray Eaton and Eddie Madden, Willie Spencer and Harry Kaiser, Cecil Walker and Clif Papworth, Bobby Walthour, Jr., and Charles Jaeger, and the Alfred Goullet and Aleck McBeath combinations.

The conditions of the race called for sprints at each two miles with 7, 3, 2 and 1 points going to first, second, third and fourth, respectively. The last sprint carried 25, 15, 10 and 5 for the same positions.

The first sprint was won by Willie Spencer, the champion, while Cecil Walker took the second and Grenda the third. Alfons Verraes, of the Verraes team, won the fourth, and Grenda came back and won the fifth. Up to ten miles McNamara and Grenda had scored 19 points to one for Goullet and McBeath. Walker repeated in the sixth, and Hill took the next, to be followed by Champion Spencer. After Anthony Young had won the 18-mile tussle the fireworks started with Walthour and Jaeger jumping away and missing lapping the field by a narrow margin. They tired after going almost two miles, and were nipped by Lloyd Thomas, of the Thomas-Lawrence team, at the 20th mile.

The race looked every bit like a small-sized six-day race, and after Walthour and Jaeger had tried to get away they were followed by others. The McNamara-Grenda team forged into the lead and at the end of the first hour, with 26 2-3 miles to their credit, the McNamara-Grenda team had 28 points to five for Goullet and McBeath. "Jam" after "jam" tired the riders and McNamara, who had complained of stomach trouble, was dropped off with a number of others and the efforts to catch the leaders took the steam out of him as well as out of his partner, Grenda.

Just before the 52d mile a "jam" was started by McBeath and before the activities finished Goullet came out and won the sprint. This gave his team a total in the scoring of 43 points to 50 for McNamara and Grenda. Jaeger won the last sprint with Goullet taking second from Willie Spencer, while Fred Hill was fourth. The McNamara and Grenda team failed to score in the final sprint, and with the 15 points that Goullet scored for his team the grand total for Goullet and McBeath was 58 points, and that gave them the race. Grenda and McNamara had 50 points for second; Walthour and Jaeger, 45 for third; Spencer and Kaiser, 44 for fourth; Walker and Papworth, 36 for fifth; Hanley and Hill, 33 for sixth; Thomas and Lawrence, 24 for seventh, and Bello and Kopsky, 20 for eighth. In the hour, slightly under 54 miles was covered, but the sprints ended at 54 miles.

Out of the 27 sprints Goullet won four; Willie Spencer, four; Cecil Walker, three; Grenda, two; Verraes, one; Hill, one; Young, one; Jaeger, three; Thomas, two; Hanley, one; Horan, one; Bello, two; McNamara, one; Lawrence, one.

The order of finish of each of the sprints follows:

Miles

2—W. Spencer, Hill, Lang, Lands.
4—C. Walker, Clark, McNamara, Jaeger.
6—Grenda, Lang, Eaton, Drobach.
8—Verraes, McNamara, Young, Clark.
10—Grenda, Lang, Hill, Goullet.
12—C. Walker, McNamara, Madden, Clark.
14—Hill, Drobach, Declerck, Lands.
16—W. Spencer, Goullet, Jaeger, Grenda.
18—Young, Bello, Hill, Drobach.
20—Jaeger, Horan, Coburn, Lawrence.
22—Thomas, W. Spencer, C. Walker, Walthour.
24—Hanley, McNamara, Papworth, Goullet.
26—Thomas, Weber, Grenda, T. Smith.
28—Goullet, Madden, Taylor, W. Spencer.
30—Goullet, Hill, Walthour, Grenda.
32—Horan, Grimm, Grenda, Madden.
34—W. Spencer, Goullet, Young, Lang.
36—Bello, Grenda, Madden, Taylor.
38—Jaeger, Eaton, McNamara, Hill.
40—W. Spencer, C. Walker, Hanley, Coburn.
42—Bello, McNamara, Papworth, Goullet.
44—C. Walker, McBeath, Grenda, Lands.
46—Goullet, Eaton, W. Spencer, Bello.
48—McNamara, Walker, Kopsky, Hanley.
50—Lawrence, Goullet, Grenda, Eaton.
52—Goullet, Papworth, Lawrence, Declerk.
54—Jaeger, Goullet, W. Spencer, Hill.

A 20-mile motor-paced race followed the two-hour team race and Frank Keenan, the Revere rider, won in 29:26 2-5. George Colombatto, the Italian, was second; Vincent Markey, the Passaic, N. J., ankler, third; Brask Anderson, Denmark, fourth, and Willie Appelhans, Germany, fifth.

CHAPMAN WINS ANOTHER RACE

Revere, Mass.—American Paced Champion George Chapman captured the 35-mile motor-paced race at the Revere Cycle Track Wednesday night, August 30, after one of the most interesting struggles seen at the track in some time. The Belgian, Charles Verkeyn, was second, only a short distance back, while Vincent Madonna, the third starter, was many laps back. The time was 47:05 3-5.

The crowd was the largest that has turned out this season. The Ancient and Honorables were on hand and the Appelo Band was one of the big attractions: Summaries:

Third-Mile Handicap, Amateur—Won by Angelo Arduino, 95 yards; second, A. J. Robertson, 80 yards; third, Ralph Duffy, 90 yards; fourth, Robert Lake, 45 yards. Time, 36 1-5 seconds.

Miss-and-Out Race, Amateur—Won by Frank Hughes; second, George Carmody; third, Charles McDonald; fourth, Anthony Bernard. Time, 5:40. Distance, 2 miles.

Half-Mile Handicap, Professional—Won by William Cupit, 85 yards; second, Leo Maggoli, 75 yards; third, Walter McKenzie, 60 yards; fourth, Tom Connolly, 95 yards. Time, 56 4-5 seconds.

Five-Mile Open, Professional—Won by Frank Cavanagh; second, Willie Keller; third, Nelson McKenzie; fourth, Ralph Spiers. Time, 11:59 1-5.

1922
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A chip off the old block. Let us introduce you to Dan Wetzel, Jr., and his bicycle. Looks like he might some day be as husky as his dad.

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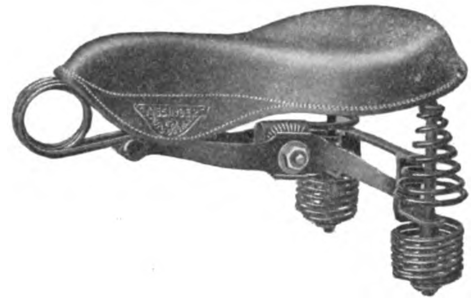
Leaders—1923



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The Mesinger New Center Compression Spring

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Your inspection on quality, comfort and durability of the saddle is cordially invited.

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H. & F. MESINGER MFG. CO.
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New York City

BIG CROWD SEES GOOD RACES

A BIG crowd that was estimated to be about 13,000, and almost the best attendance of the year, turned out for the races at the New York Velodrome on Tuesday night, September 5.

The feature sprint race was the match race between Orlandi Piani, the Italian, and Alfred Goullet, the Newarker. Following the close decision last week between Piani and Goullet, which was taken by Goullet by an eyelash, the management booked the pair for a match. In the first heat Piani won, but in the second and third heats Goullet trimmed the Italian handily.

One of the best fields qualified for the final of the one-mile open. The finalists included Alfred Goullet, Alfred Granda, Aleck McBeath, Willie Spencer, Eddie Madden, Art Spencer, Anthony Young, Ray Eaton, Bobby Walthour and Cecil Walker. Roy Mobeck, the Chicagoan, paced the final, and at two to go Goullet tried to ride from the front to hold off the rush. Grenda came around with Madden on at a lap and a half from home and streaked it for home, winning from Madden, Goullet, McBeath and Walthour.

Anxiety on the part of his trainer cost Cecil Walker, the Australian, second money, which amounted to $60, in the two-mile handicap for the pros. Walker got away fine and at sprinting time went to the front with MacNamara on. Mac beat Walker up the stretch, but the referee disqualified Walker because his trainer ran with him at the start.

That Paced Champion George Chapman, the Newarker, is the best of the motor-paced riders, was proven in a 25-mile handicap motor-paced race, which wound up the program. Chapman started from scratch along with Clarence Carman, the Long Islander, and Vincert Madonna, the Italian. Brask Andersen, the Dane, was given a half-mile start; Willie Appelhans, the German, ⅔-mile, and George Colombatto, the Italian, was allowed a mile. In the first scrimmage Chapman was in he was nearly dropped from his pace, but he steadied down and lapped the riders at will, and at the finish eased up and won in 34:53 4-5, which bettered the time for track of 35:18 2-5, which was made by Carman

Madonna started out to go after the handicap men with Chapman in second and Carman in third position among the scratch men. Madonna's pacemaker carried him too fast, and the Italian, suffering from injuries reeived in a fall Saturday night at Revere, was dropped off. Colombatto tried hard to hold his advantage, but Chapman was riding so good that none of the riders could hold him off and he went by them one at a time and three high on one occasion. He proved that he is a finished paced rider and the best that is following the motors today. This race marked a long winning streak only broken when he was eliminated by a fall and through the incident at New Bedford a few weeks ago when he got off of his wheel when a pacemaker came through on the inside of him. Second place in the race went to Colombatto; third to Carman, who rode a good race; fourth to Appelhans, and fifth to Andersen. Madonna retired from the race before the finish.

Summaries:

One-Mile Novice—Won by Joe Crowley; second, Luke Miller. Time, 2:17 1-5.

Half-Mile Handicap, Amateur—Won by Charles Winter, 65 yards; second, Tom Messenger, 90 yards; third, George Lucadema, 55 yards; fourth, A. Nieminsky, 50 yards. Time, 56 1-5 seconds.

Two-Mile Open, Amateur—Won by Fred Spencer; second, Anthony Beckman; third, Elmer Bundt; fourth, E. C. Bendl. Time, 4:06 2-5.

Two-Mile Handicap, Professional—Won by Reggie McNamara, scratch; second, Anthony Young, 60 yards; third, Fred Hill, 70 yards; fourth, David Lands, 70 yards, fifth; Tommy Fitzsimmons, 150 yards. Time, 3:52 2-5.

One-Mile Consolation, Professional—Won by Arthur Spencer; second, Willie Spencer; third, Willie Hanley; fourth, Clif Papworth. Time, 2:04 1-5.

Wolter Made Perfect Score

—1,000 points—in super-endurance run of the Los Angeles Motorcycle Club on July 3, the whole 460 miles covered by his DeLuxe Henderson being accurately ticked off on a

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CORBIN SCREW CORPORATION NEW BRITAIN, CONN.
MAXIMUM SPEED HAND

CORBIN-BROWN SPEEDOMETER *for* MOTORCYCLES

Again the Corbin-Brown demonstrates its accuracy, ruggedness, and ability to serve faithfully under the most severe tests.

Small wonder that three out of every four motorcycles in use are Corbin-Brown equipped.

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NEW ENGLAND DEALERS, BETTER BUSINESS AHEAD

Every indication points to it:

1st. Most dealers are running as low stocks as they ever had. They **must** replenish.

2nd. As employment is general, labor troubles are gradually being ironed out.

3rd. Business buildings are being erected, 94% more than last year this time.

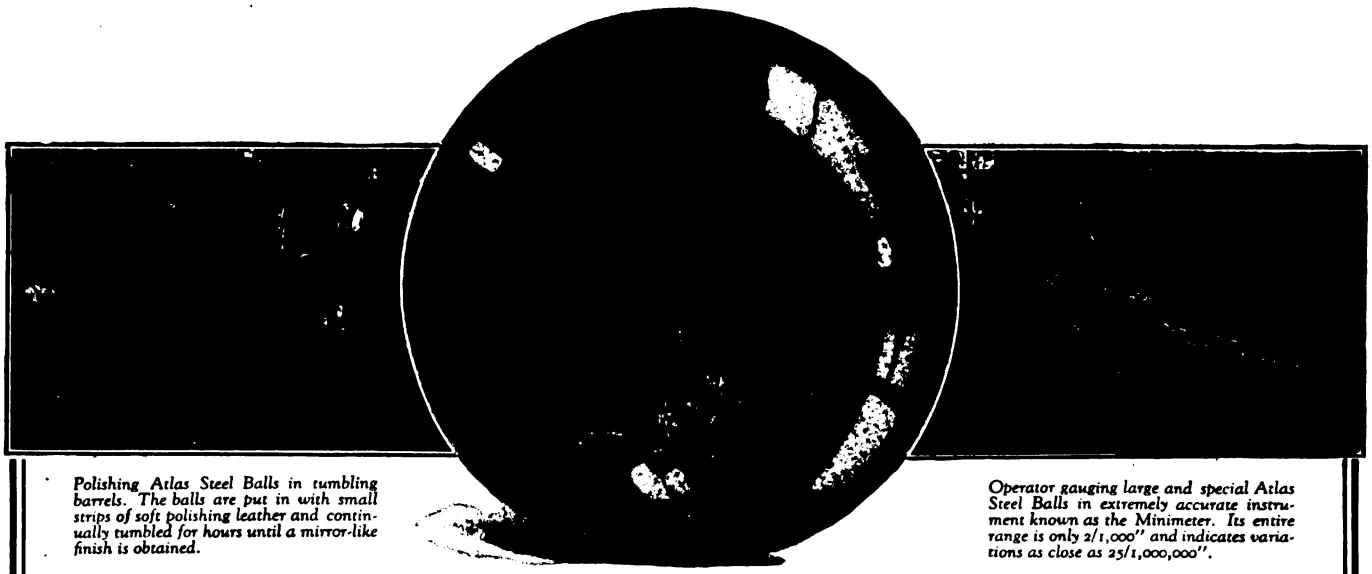
These things mean **Sales**—of Bicycles. Holidays coming, money in workmen's pockets, means that your business and ours, will pick up.

We have understandingly done our part by our Dealers these past trying eighteen months.

"Hub Cycle," our Salesmen say, is spoken with almost affectionate regard, by our Dealers who understand what we've been doing.

It will be a pleasure to send you our Catalog—to count you as one of our family—to give service that is human and decent as well as business.

HUB CYCLE COMPANY
19-37 PORTLAND STREET BOSTON, MASS.



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High above a ship's hold, a 150-ton locomotive dangles from the arm of a giant crane which, despite continual starting, stopping and reversing, swings its burden as though it were a toy.

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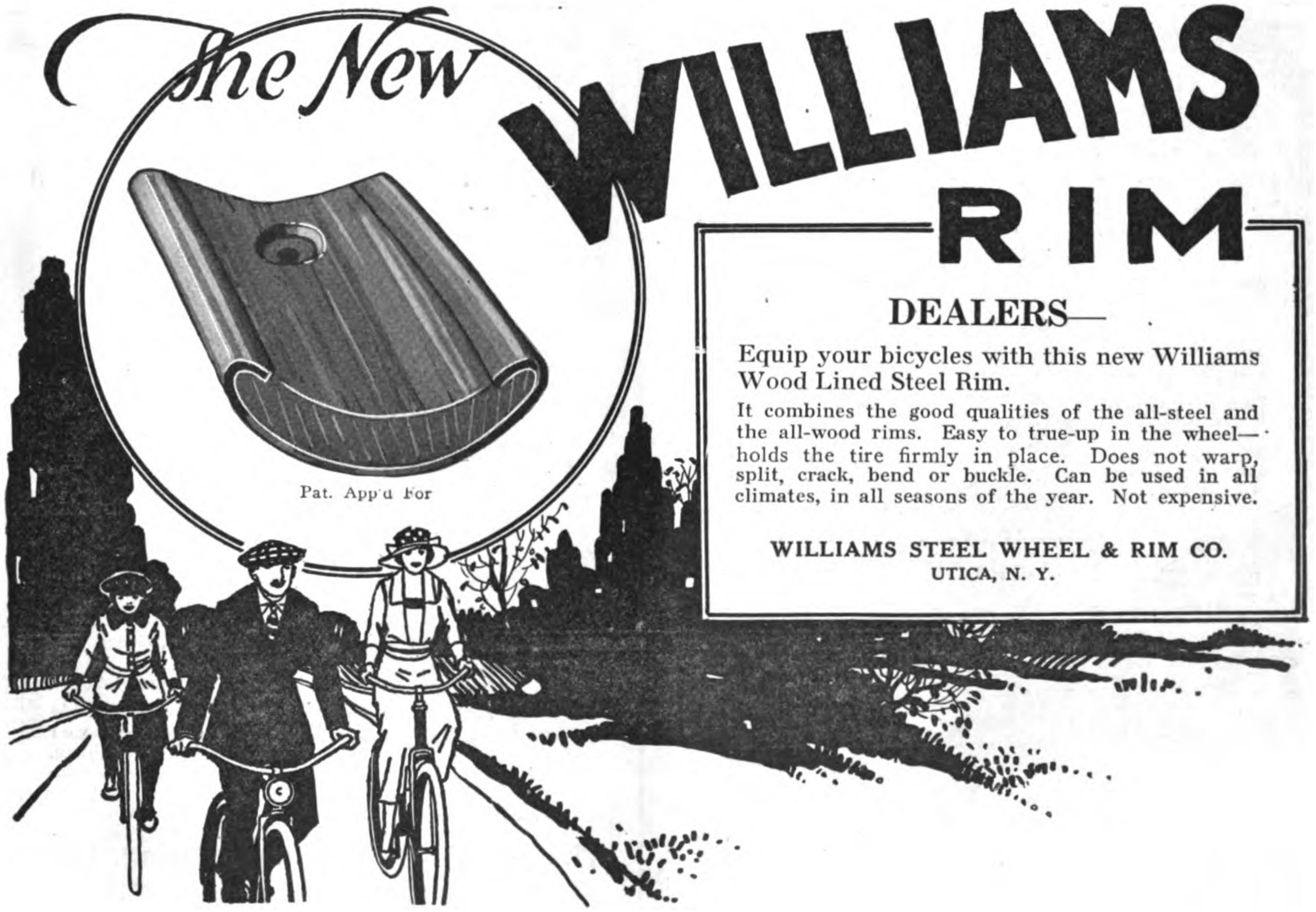

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It combines the good qualities of the all-steel and the all-wood rims. Easy to true-up in the wheel—holds the tire firmly in place. Does not warp, split, crack, bend or buckle. Can be used in all climates, in all seasons of the year. Not expensive.

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All goods sent prepaid Parcel Post on receipt of price. Sizes from 36 to 46. Money back if not satisfied.

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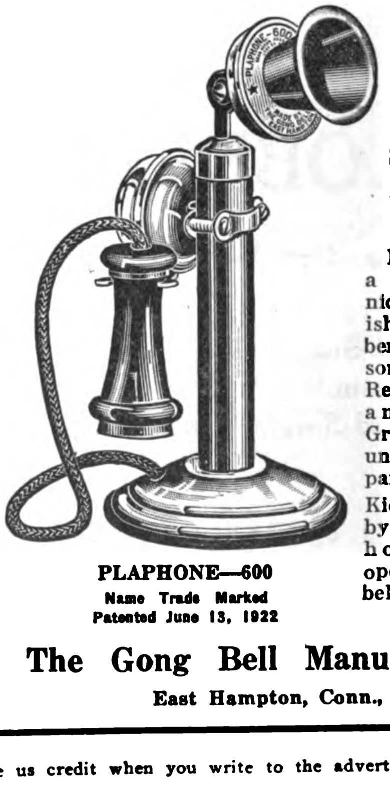

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We're boosting for a big year in 1923. Are you? Let us get together.

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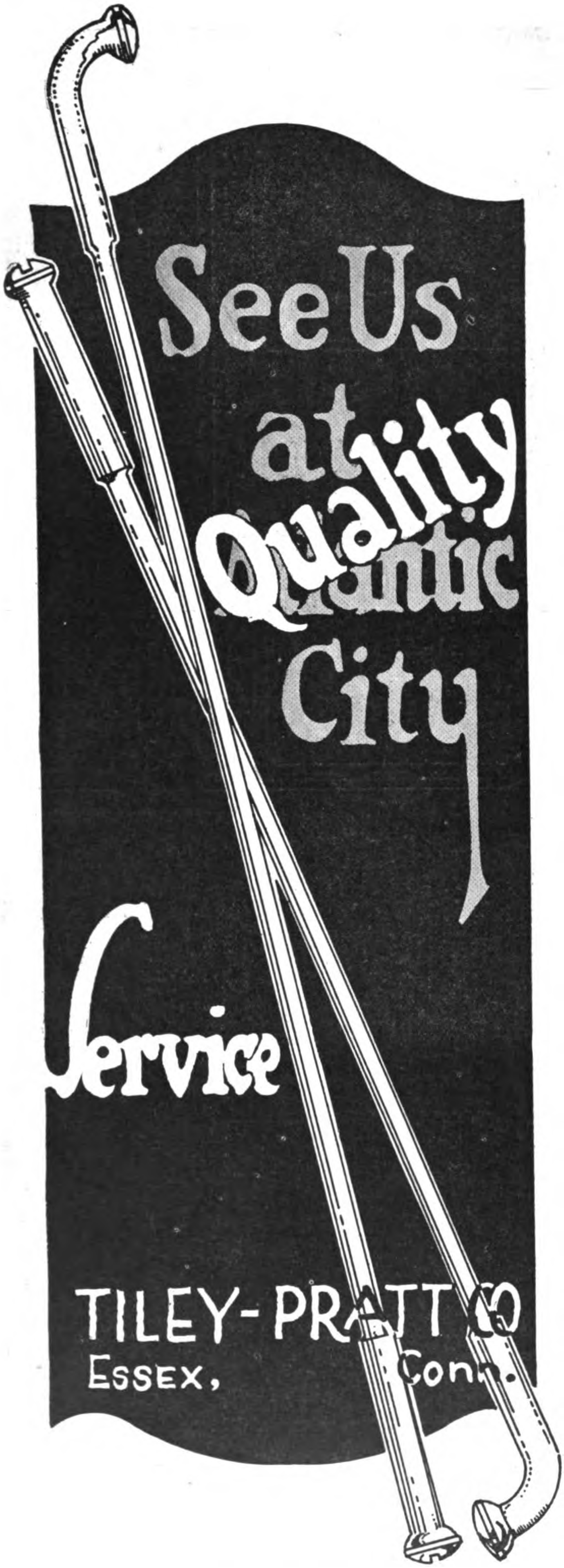

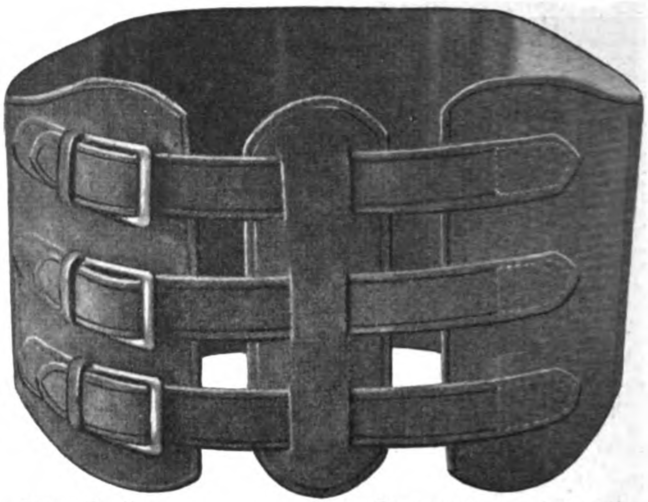

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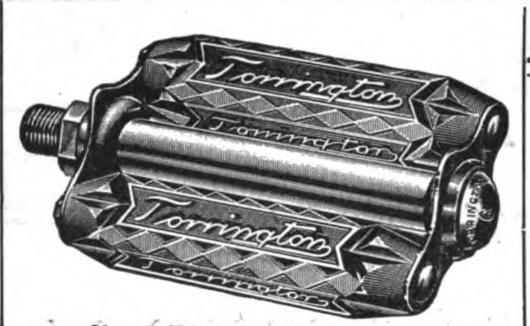

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RUBBER rods are riveted to the outside brace so by removing the rod nuts on the inside brace, the pedal becomes two component parts. This feature added to the use of the 3-16 inch balls in a container eliminates all possible loss of loose parts when the pedal is for any reason disassembled.

The easy rubber replacement, so popular in earlier models, is incorporated.

Our Torrington imprint on the rubber identifies the quality.

The Torrington line is a good line to stock up with.

THE TORRINGTON CO.,
STANDARD PLANT
TORRINGTON, CONN., U. S. A.

No. 6
Torrington
Pedal
Replaces the No. 4

FOR ATTENTION OF

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in New Jersey, Pennsylvania and Delaware.

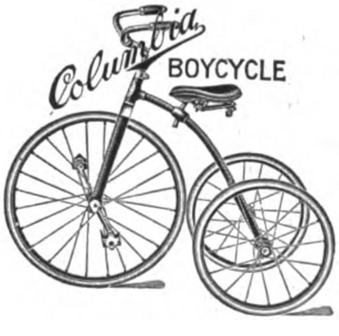
THE BIGGEST BUSINESS YOU WILL DO

in the next four months should be Juvenile Cycles. In fact, your Christmas and Holiday business alone, on Juvenile Wheels, may show you as much profit as your other lines combined.

Two carloads of Columbia Juvenile Wheels are on their way to us right now so that we can ship you at once, well before the Holiday season.

The name "Columbia" on these wheel goods will prove irresistible to your customers, if they read newspapers where "Columbia" line is being advertised steadily.

Join our family of dealers. We have some wonderful bargains. Write us now.



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1341 VINE STREET **PHILADELPHIA, PA.**

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"Show the Way"

Solar Lamps are used by more bicycle riders than any other make.

The popularity of acetylene gas bicycle lamps has increased year by year and Solar Lamps lead.

Prices back to pre-war basis.

MADE AND SOLD BY

C. M. HALL LAMP COMPANY

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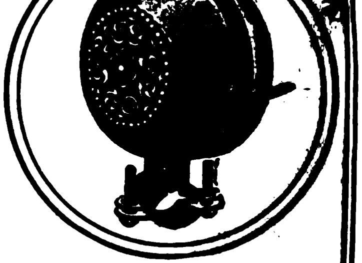
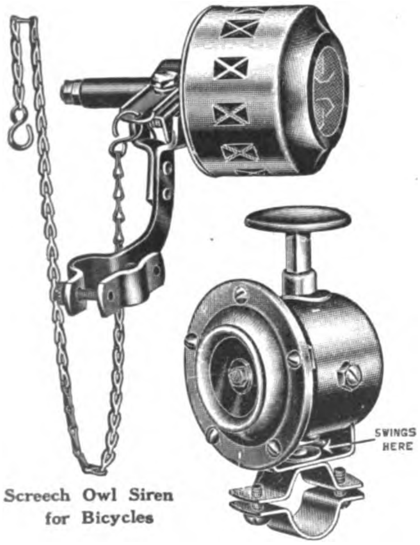

Chimes Rotary Action, No. 10½



Screech Owl Siren for Bicycles

Starr Bicycle Horn No. 2

A decided difference in bell quality is noted when a comparison is made between STARR Bells and the other kinds.

STARR QUALITY is paramount.

In tone, in finish and in dependability they surpass them all.

We are interested in the requirements of Manufacturer, Jobber, Dealer and Rider—may we send full details?

Write to us for today's prices and for full line. It will pay you

Push Button Action No. 1½

STARR BROS. BELL CO.

Easthampton, Conn., U. S. A.

APPRECIATION

Not because we're as good as we try to be, is the reason for our success.

It's due to our dealers, who have placed us where we are, and to whom appreciation is due.

You've recognized with your business our plucky efforts this year to break in and give a

PRICE, SERVICE, and a Promptness in Delivery, that was instantaneous as the spark of an electric current.

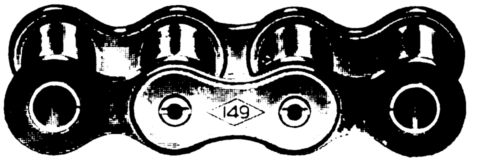
We sincerely thank you.

GOTTLIEB & BARNETT

JOBBERS

57 WARREN STREET NEW YORK CITY

DIAMOND
MOTORCYCLE CHAINS



DIAMOND No. 149 Motorcycle Chain is one of the dealer's best selling items—a chain that sells readily and steadily, because every buyer is keen for quality and value.

Its popularity is due to the fine quality of the chain and its excellent performance under every test of long, hard service. Diamond No. 149 is unquestionably the finest motorcycle chain ever produced. It combines the best engineering experience and manufacturing efficiency, gained in 32 years of quality chain building.

Concentrate on selling this better motorcycle chain to the riders in your town. Show them DIAMOND No. 149. Tell them about its mileage records and its unusual freedom from trouble. You'll find it easy and profitable to sell this chain NOW. Re-order from your jobber, if your stock is low.

Diamond Chain & Mfg. Co., Indianapolis, U. S. A.

Three Factories: **Main Office: Toledo, Ohio**

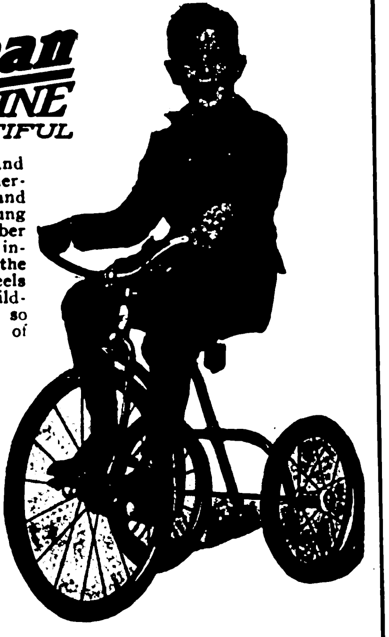
The American-National Company

A Line That Sells The Year 'Round

This line, including Coaster Wagons, Hand Cars, Velocipedes, Steel Wagons, Juvenile Bicycles, Juvenile Automobiles, Girls' Tricycles and Doll Vehicles, is built to meet the demands of the mothers and fathers of the nation.

THE American LINE

THE LINE BEAUTIFUL



The "built-in" sturdiness and completeness of every American-National vehicle will stand the wear and tear of young America. These silent rubber tired vehicles can be used indoors as well as out, giving the exhilaration of flying on wheels and producing the muscle-building, health-giving qualities so necessary to the welfare of "Young America."

The goods sell the year 'round, assuring the dealer of steady turn-over and making "Young America" his steady customer.

"See American-National First"— Sells Itself

Write for catalog and prices.

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B156½ BELGIUM RACER

THE BEST RACING BAR MADE

Kelly Handle Bars have maintained their reputation as the standard of the world by consistent adherence to the policy of producing the highest quality product. The finest workmanship and the best material the market affords go into Kelly Bars.

All Kelly Bars and Stems are triple nickel plated on Two Coats of Copper.

Catalog of all Kelly Bars free on request.

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STANDARD EQUIPMENT ON

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SPECIFY THEM ON 1923 MODELS

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Fast becoming popular—comprise a Generator and Regulator used as a

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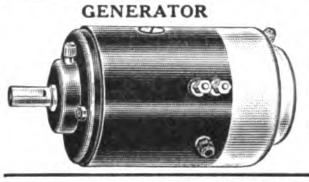
In both of these systems POSITIVE-REGULATION is assured by the superior functioning of the "Steadfast" regulator



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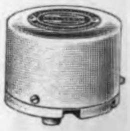
Capacity 6 or 10 Amps. Volts 6-8 Generator only $23.00 Contingent Parts, Extra



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For Volts or Amperes Price $7.50

LOW SPEED—LARGE BALL BEARINGS—RIGID DRIVE ATTACHMENTS FOR ALL MAKES OF MOTORCYCLES AT EXCEPTIONAL PRICES—SHIPMENT FROM STOCK

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the tire valve insides and caps with the many exclusive features.

EMPIRE valve caps are "best by test." They are strongly made from a solid brass rod and are absolutely guaranteed to seal air in the tube even if the valve inside should leak.

EMPIRE tire valve insides will fit any make of tube and are guaranteed to be satisfactory—any defective valve being replaced free of charge. Valve seat and outside packing ring make it absolutely air tight.

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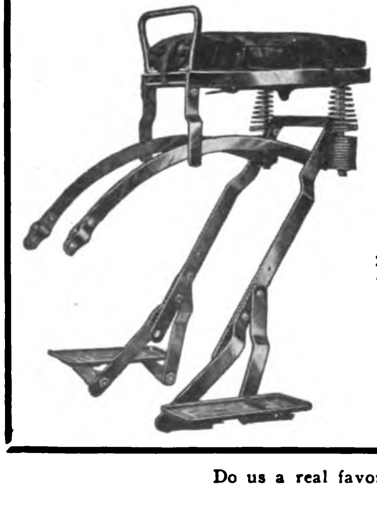

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Special models for these machines as well as for the big ones of course.

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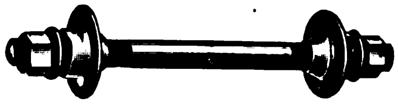

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Write for circular and prices.

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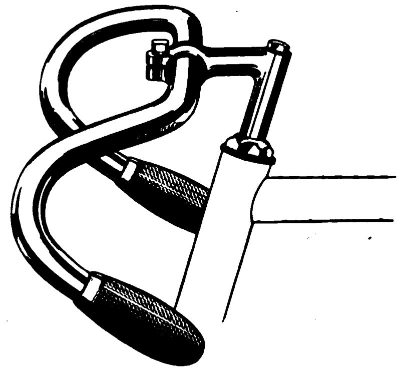

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A proven winner for everyone that has stocked it. Have you?

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Originators of the Braced Bar and other leading styles.

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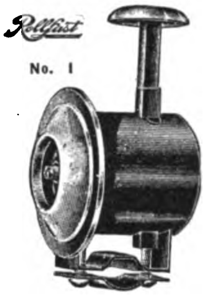

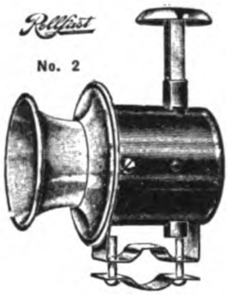

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Rollfast No. 2 Horn vibrates on both up and down strokes. Has no dead center. Few working parts. No springs or delicate parts to break, get out of order or cause trouble.

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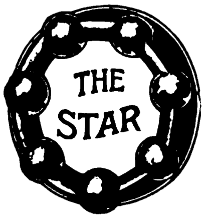

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Regular discounts to dealers.

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Agency for NEWARK, N. J.
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who advertise here are in the limelight and have raised themselves above the level of the unknown among the cycle dealers.

Advertising here pays—because the manufacturer and wholesaler are always keeping their eyes open for live, wide-awake, KNOWN DEALERS when they have valuable agencies, sub-agencies, big job lots, etc., to place.

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SIDE LINE SALESMEN to carry line of decalcomnia initials. $62.50. Profit selling only 25 sheets weekly. Send for particulars. MONOGRAM INITIAL CO., 47 East 19th Street, New York City. 9-14

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Address,
Motorcycle & Bicycle Illustrated
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GERMAN MAUSER AUTOMATIC GUN, 32 CALIBER, $14.25. LUGER, $22.50. CARTRIDGES, 32 CAL., $2.75 PER 100. IMPORT ARMS COMPANY, 212 W. SANTA BARBARA AVE., LOS ANGELES, CAL. 9-7

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FRAMES, FORKS, Bars, Crank Cases, Fly Wheels, Pistons, Cylinders, Tanks, Guards, $1.00 each. New Plugs, 25c. New Grips, 15c. Engines, $5.00 to $10.00. Motorcycles, $10.00, $25.00, $50.00. Distributor Ace Motorcycles. KNIGHTS, 1512 Locust, St. Louis, Mo.

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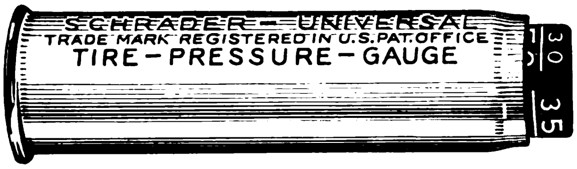

To give long life to your tires

Own a tire gauge and know how much air you are carrying in your motorcycle tires.

Don't depend on borrowing a tire gauge. You seldom borrow a gauge until you are afraid you need air. Then you find you have been injuring your tires through not having enough air in them.

The result is that costs for tire repairs and new tires quickly mount up. It doesn't take long for "not enough air" to weaken the fabric of a tire.

The Schrader Universal Tire Pressure Gauge tells you in an instant how much air you have in your tires. It costs $1.25 and by cutting your tire costs and increasing your tire mileage it repays you many times.

Valve Caps hold air

Always use Schrader Valve Caps on every tire. You may lose air through a loose hexagon nut at the base of the valve, pinching of the tube, a worn out or badly repaired tube, but you will never lose air through the valve if you keep a Schrader Valve Cap screwed on tightly by hand. Packed in convenient metal boxes of five for 25 cents.

Get these essential parts for your tool kit at garages, hardware stores, and motor accessory shops.

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Manufacturers of Schrader Valve Insides and Valve Caps, Packed in Metal Boxes of Five Each

SCHRADER
TIRE-PRESSURE-GAUGE

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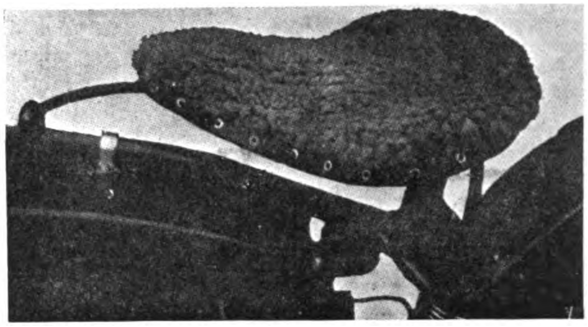

(Patent Applied For)

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Sheep Skin Saddle Cover
Why You Should Ride on One!

BECAUSE Its construction insures easy riding.
" It makes every road a boulevard.
" It eliminates the sore spots.
" It turns miles into smiles.
" It makes riding a pleasure.
" It returns full value for investment.
" Its virtues assisted in establishing the Boston-Chicago record, also Boston-Washington record.

Hill climb riders will find it a great help to keep them in the saddle.

It was conceived and is made by a Motorcycle Rider.

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LEATHER COATS, 34 inches long, in a mahogany colored leather that does not show dirt or stains, with extra heavy lining. Price, **$18.00.**

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ALSO protect your hands with LEATHER WIND CUFFS lined with SHEEP SKIN. Price, **$4.00.**

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LEATHER TOGS COMPANY

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C. H. LANG, 1704 Michigan Ave., Chicago, Illinois
Distributors for Indiana and Illinois

SEE OUR EXHIBIT AT ATLANTIC CITY

See the 1923 models of the famous

RACYCLE—HUDSON—MIAMI and FLYING MERKEL Bicycles

which we are now selling to

DEALERS

Our Eastern representative, Mr. H. A. Gliesman, will be in attendance at our booth to tell you about our **New Prices** and **Agency** proposition.

THE MIAMI CYCLE & MANUFACTURING CO.

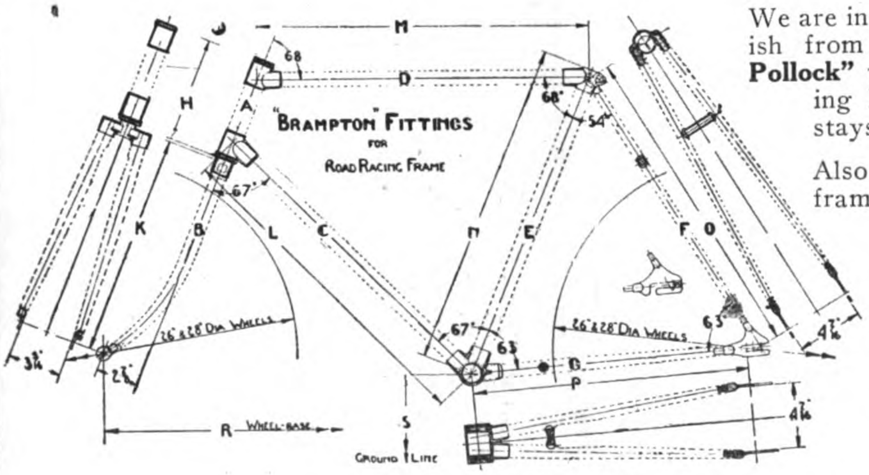
MIDDLETOWN, OHIO

James W. Ash,
President—General Manager

Edgar Boren,
Vice President—Director of Sales

RELIABILITY

Startling News


"BRAMPTON" FITTINGS
FOR
ROAD RACING FRAME
M
D
H
A
K
B
L
C
E
F
O
68
68°
54°
67°
67°
63
63
26" & 28" DIA WHEELS
26" & 28" DIA WHEELS
3¾"
2¾"
4¾"
4¾"
G
P
R
WHEEL-BASE
S
GROUND LINE

We are in a position to furnish from stock **"Accles & Pollock"** tube sets for Racing Frames, tubing, stays and forks.

Also the genuine B.S.A. frames.

Write for prices at once.

Progressive Cycle & Auto Supply Co.
16 Warren Street
New York City

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The Atlantic City Convention Report Number of
MOTORCYCLE & BICYCLE ILLUSTRATED
Will Be Dated September 21

¶ It will contain a complete report of the Convention, profusely illustrated.

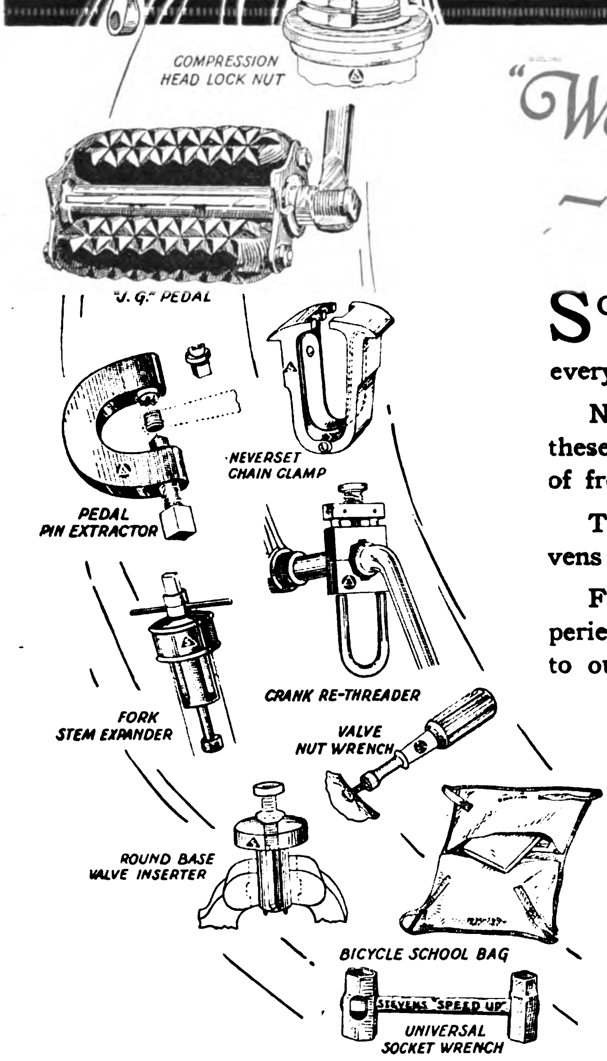
¶ It is an issue of outstanding importance and it will pay every manufacturer and jobber of cycling products to be represented in it.

¶ Despite special character and increased circulation, there will be no advance in advertising rates.

¶ Press day September 20. Copy and cuts should reach us sufficiently in advance of this date to permit of submitting proof for approval before publication.

MOTORCYCLE & BICYCLE ILLUSTRATED
920 Broadway :-: New York

ONE PIECE
REPAIR HANGER
STEM


COMPRESSION
HEAD LOCK NUT
"U. G." PEDAL
PEDAL
PIN EXTRACTOR
NEVERSET
CHAIN CLAMP
FORK
STEM EXPANDER
CRANK RE-THREADER
VALVE
NUT WRENCH
ROUND BASE
VALVE INSERTER
BICYCLE SCHOOL BAG
STEVENS "SPEED UP"
UNIVERSAL
SOCKET WRENCH

"We look to Stevens for new things — and we're never disappointed"

SO said a dealer to Jim Landis, one of Stevens' salesmen. And Jim reports that he hears the same expression almost everywhere he goes.

New things—new opportunities for greater sales and profits—these are rare, indeed, in the bicycle field. But an enlivening flow of fresh ideas is coming through Stevens all of the time.

Thanks to the dealer himself! Most of the ideas for new Stevens Equipment have originated with him.

For years Stevens has been saying to bicycle men: "Your experience is worth money. Send your suggestions for new items to our mechanical department. You will be amply paid for usable ideas.

And the trade has been co-operating heartily! That's shown by the new Stevens Cycle Catalog — filled with new tools and equipment that will add to your profit.

Write us for a copy today.

STEVENS & COMPANY

375 Broadway New York City

"Thru your jobber—his service is economy"

Stevens Equipment

STEVENS S NEW YORK

1923
Colum
WESTFIELD

PRICES—THE LOWEST IN COLUMBIA HISTORY.

QUALITY—THE BEST COLUMBIA EVER PRODUCED.

EQUIPMENT—THE BEST IN COLUMBIA HISTORY AND THE FINEST THE MARKET AFFORDS.

THE elimination of unnecessary models, multiplicity of parts, etc., the purchase of the raw materials of manufacture in large quantities, the readjustment of labor and overhead expense, together with the utter concentration of effort on certain specified processes of manufacture, have made possible the improved quality of the COLUMBIA and the unheard of reductions in the prices of these machines.

COLUMBIA'S mammoth advertising campaign is bound to reach every cycling prospect in your territory. It goes without saying that these prospects will appreciate what it means to be able to secure a standard, high-grade COLUMBIA bicycle at a price lower than that of an ordinary bicycle.

Never before has such an unusual opportunity been offered for cashing in on the popularity of COLUMBIA bicycles. Examine these prices closely. Consider the known high qualities of the COLUMBIA and its standing in the eyes of the cycling prospects in your city. Study the equipment and construction features of the coming season's models. Then compare the whole COLUMBIA proposition with anything you have ever heard of before.

Superb Models—Two-Piece Hanger

Model	*Name*		**1923** *List Price*
A-1	Columbia Superb	**Last Season's Prices $42.50 to $60.00**	**$37.50**
A-2	" Junior Superb		**37.50**
A-3	" Archbar Superb		**39.00**
A-4	" Motobike Superb		**41.00**
A-5	" Racer		**45.00**
	Roadster Models		
A-6	Columbia Roadster		**$35.00**
A-7	" Junior Roadster		**35.00**
A-8	" Archbar Roadster		**36.50**
A-9	" Motobike Roadster		**38.50**
A-10	" Women's Roadster		**37.50**
AJ-11	" Boys' Juvenile		**32.50**
AJ-12	" Girls' Juvenile		**32.50**

ALL PRICES F. O. B. FACTORY AT WESTFIELD, MASS.

Distribution west of the Mississippi will be secured exclusively through distributors whom we will appoint. All distrbutors are urged to communicate with us at once to make arrangements for the handling of the line in their respective territories.

WESTFIELD MANUFACTURING CO. - Westfield, Mass., Dept. 11

YOU OWE IT TO YOURSELF TO INVESTIGATE THE NEW COLUMBIA TERRITORIAL FRANCHISE PLAN! SEE US AT THE SHOW—BOOTHS NO. 23-30 GARDEN PIER.

America's Greatest Cycling Magazine

Motorcycle and Bicycle ILLUSTRATED

EVERY tenth person in your city or town is a boy who wants a bicycle for Christmas, and every twentieth person is a kiddie who would be tickled to have Santa Claus bring him a velocipede.

We are getting out new posters and booklets to help you sell bicycles and velocipedes during the coming holidays. They are yours for the asking, or if you are attending the big Atlantic City Bicycle Show this week, be sure to visit the New Departure booth.

Old Santa Is busy right now making up his big stock of bicycles and velocipedes. When you order your share, don't forget to tell him you want them to come equipped with New Departures.

THE NEW DEPARTURE MFG. CO., BRISTOL, CONNECTICUT

Garden Pier Show, Atlantic City—near main entrance

FIFTEEN CENTS NEW YORK SEPTEMBER 14, 1922

Dayton — Yale — National — Snell — Davis

Prices are Down to Bed-Rock!

HAVE you seen our revised prices on Davis-Made Bicycles?

They are astoundingly low.

And what is of interest to every dealer, our list prices have been set at a fair enough figure to net a handsome margin of profit—which we believe every Dealer is entitled to.

We have not altered the high quality of Davis-Made Bicycles, nor have we cheapened the equipment. Instead we are using even better equipment than last year.

Since our announcement of price reductions, hundreds of dealers have taken advantage of the opportunity offered to secure bed-rock prices on as fine a line of bicycles as any factory can produce. It will pay you to follow suit.

Sell the Davis line this year, for it's the profit line.

Write us today for further information.

Be sure this trademark is on the bicycles you sell.

THE DAVIS SEWING MACHINE CO.

DAYTON **OHIO**

La France — Dixie Flyer — Duro — H D

Motorcycle and Bicycle ILLUSTRATED

America's Greatest Cycling Magazine

Vol. 18 *September 14, 1922* *No. 37*

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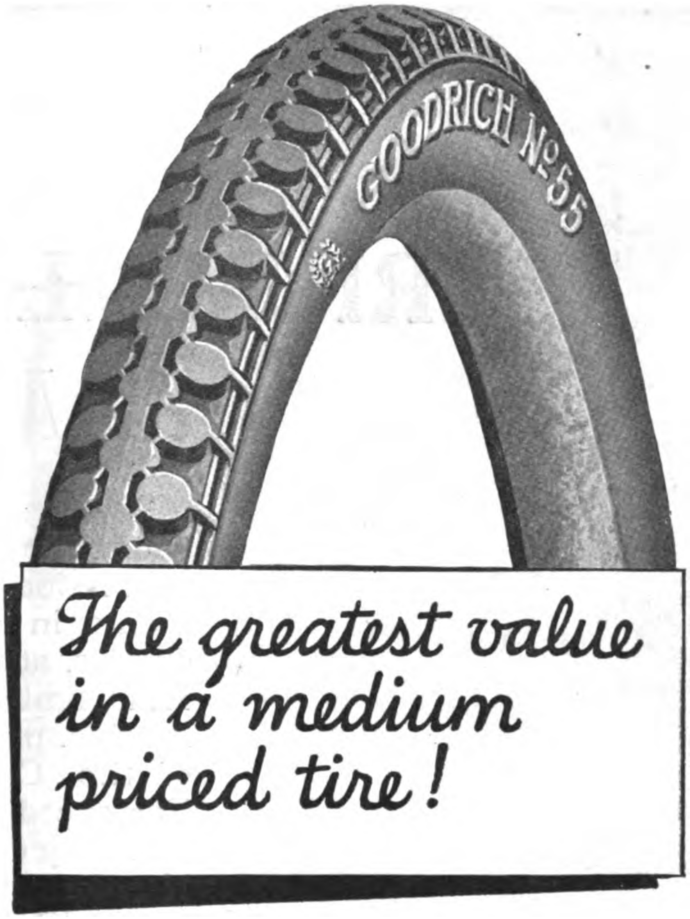

GOODRICH No 55
The greatest value in a medium priced tire!

There has never been a tire like it!

IMAGINE your hatter saying to you, "Jim, here is a $5 hat for $3. In all my born days I've never seen a value like it. Take it."

Would you? Without a moment's hesitation.

Offer the low-priced Goodrich "55" Bicycle Tire to your trade and you are precisely in the position of the hatter with his $5 value for $3.

No tire at the price ever offered so much for the money. So much real service. So much downright satisfaction.

It is really a tire out of its class. Two colors—(red tread and gray sidewalls)—and Goodrich quality thru and thru. Backed by Goodrich's half-century-old reputation for full-measure and service.

A big demand these days is for a moderate-priced tire—get it, satisfy it, convince it with the dependable, under-priced Goodrich "55." Order from your nearest Goodrich Branch.

THE B. F. GOODRICH RUBBER COMPANY
Akron, Ohio

GOODRICH
"55" Bicycle Tire

PUTS THE STEADY HUM IN MOTORDOM
Carter
Carburetor
MOTOR TESTED
ST. LOUIS, U.S.A.

TRIUMPHANT

at Marion, too!

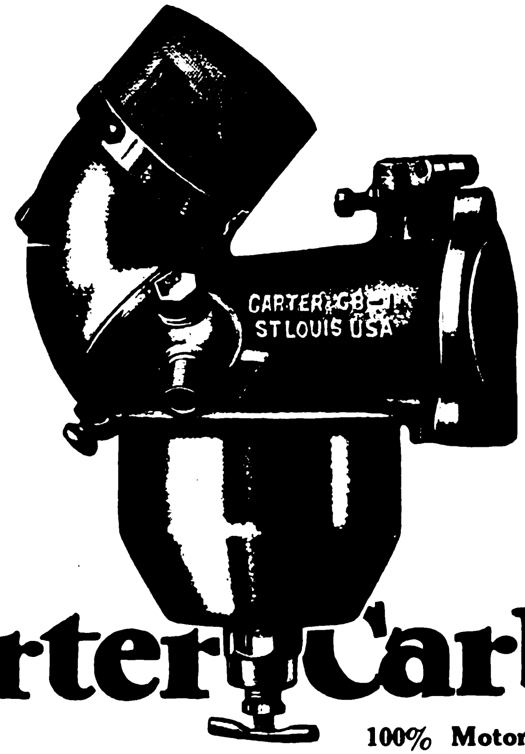
"Carter takes all firsts" comes the triumphant word from Marion. The rapid succession of Carter's victorious achievements in all the recent Sectional Hill Climbs, at the first National Championship Hill Climb at Rochester and again now at Marion, proves conclusively the superiority of the Carter principle of carburetion. For speed, for power and for the sake of economy equip your mount with a Carter. If ordering a new machine by all means specify Carter as original equipment.

Carter Carburetor Corporation
Sole Distributors
2838-42 No. Spring Ave. **St. Louis, Mo.**

American Car & Foundry Co.
Manufacturers

The Price
Is Right

1 in. carburetor	**$11.00**
1¼ in. carburetor	**12.00**

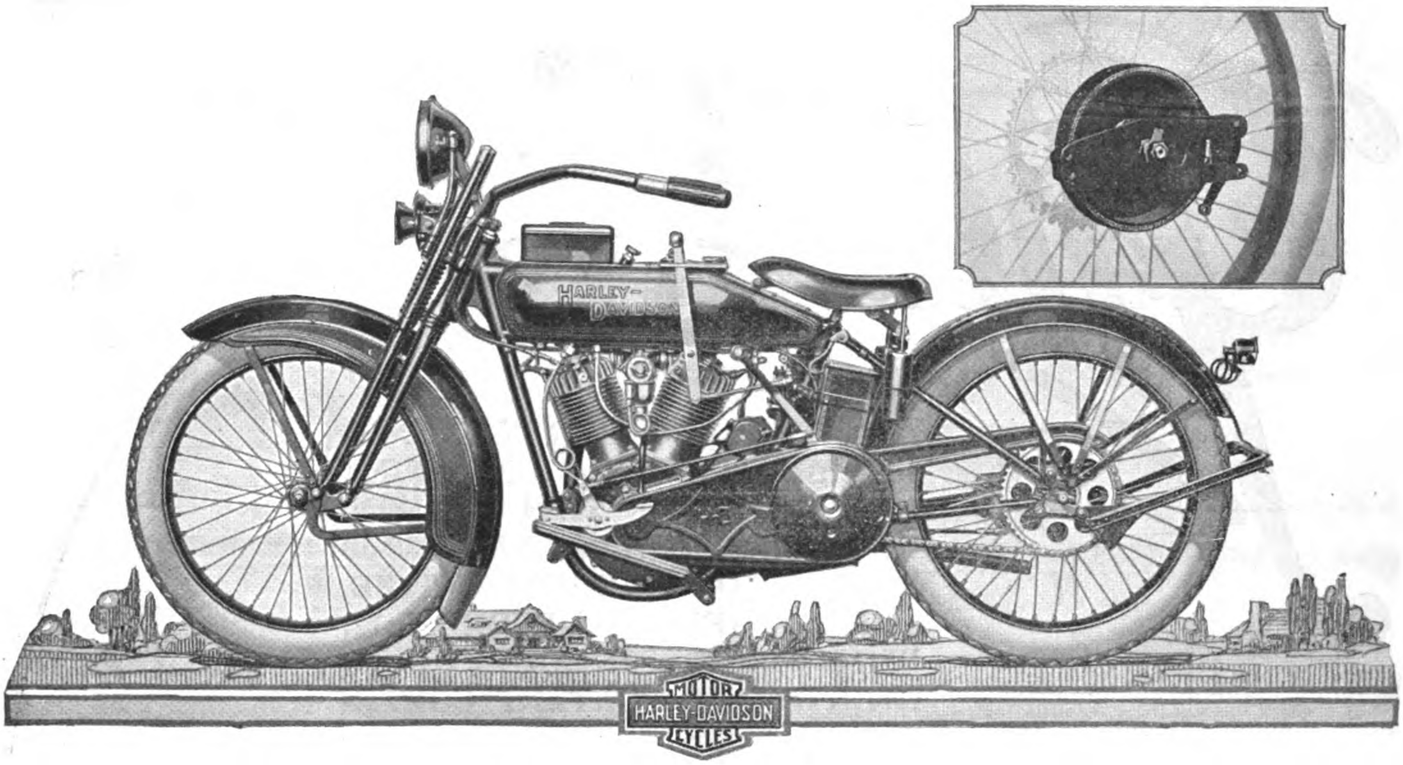


SPEED!
When you want it
POWER!
When you need it
GAS ECONOMY!
All the time

The Carter Carburetor

100% Motor Tested

Tell the advertiser that you saw this advertisement in Motorcycle and Bicycle Illustrated. Both he and we will appreciate it.



Note These 1923 10 Big Improvements

1. Lifetime Roller Bearing Driving Hub.
2. Double-Acting Contracting Brake and Improved Braking Pedal Control.
3. Manual Ignition Switch with Automatic Warning Alarm.
4. Improved Double Plunger Oiler.
5. "Staylit" Shock-absorbing Tail Lamp.
6. Larger Generator with increased charging capacity.
7. Hinged Rear Mudguard.
8. Improved Silchrome Exhaust Valves.
9. New Improved Valve Springs.
10. Improved Sidecar Wheel design.

A Motorcycle Brake that *brakes*–surely, safely

A slight foot pressure brings you to a full stop, quickly, easily and *safely*. No more dented sidecars or traffic jam-ups. This new 1923 Harley-Davidson brake has a velvet vise grip.

The brake lining is 25% wider and 15% thicker. Every inch of this new and improved brake takes hold when your foot pressure is applied. You get the full power of your motor immediately upon release of the brake. Brake is always free when not in use.

Your local Harley-Davidson dealer has a 1923 sidecar outfit ready to give you a ride. Ask him to show you this double-acting contracting brake, as well as the other nine big 1923 new improvements, listed at left. You're going to enjoy this ride!

Harley-Davidson Motor Company, Milwaukee, Wisconsin

World's Largest Builders of Motorcycles and Sidecars

1923 HARLEY-DAVIDSON
The New World's Champion

Indian

Achievements over the Labor Day week end

ANNEXED ANOTHER NATIONAL CHAMPIONSHIP, MAKING NINE OUT OF NINE THIS SEASON. ESTABLISHED A NEW 30-50 RECORD FOR FIVE MILES. TIME, 5:7:3/5. PREVIOUS RECORD, 5:12. WON 28 FIRSTS OUT OF 39 EVENTS IN IMPORTANT COMPETITION MEETS THROUGHOUT THE COUNTRY.

South Bend, Ind.; Loveland, Colo.; Reading, Pa.; Richmond, Va.; Denver, Colo.; Pottstown, Pa.; Marion, Ind., and Dallas, Texas, were the places where thousands of people saw the INDIAN demonstrate its superiority in track meets, endurance runs and hill climbs.

In fact INDIAN'S week-end clean-up was nation-wide.

The most marked and important performance was made by Walker at South Bend who established a new 30-50 Five Mile record in the remarkable time of 5:7:3/5 and also annexed one more National Championship to his list.

By virtue of these performances Indian further establishes the fact that it is **The Real Champion**

HENDEE MANUFACTURING COMPANY
Largest Motorcycle Manufacturer in the World.
SPRINGFIELD, MASS.

Motorcycle and Bicycle ILLUSTRATED

America's Greatest Cycling Magazine

Volume 18, No. 37

September 14, 1922

"Motorcycle Cops" *and* Their Work

Chasing Speeders is Only One of the Duties Assigned to Them, Patroling Residence Districts and Answering Emergency Calls Still More Important

MOTORCYCLE officers are so common that we have come to consider it a very small town indeed that does not have one or more, but still there is plenty of room for more.

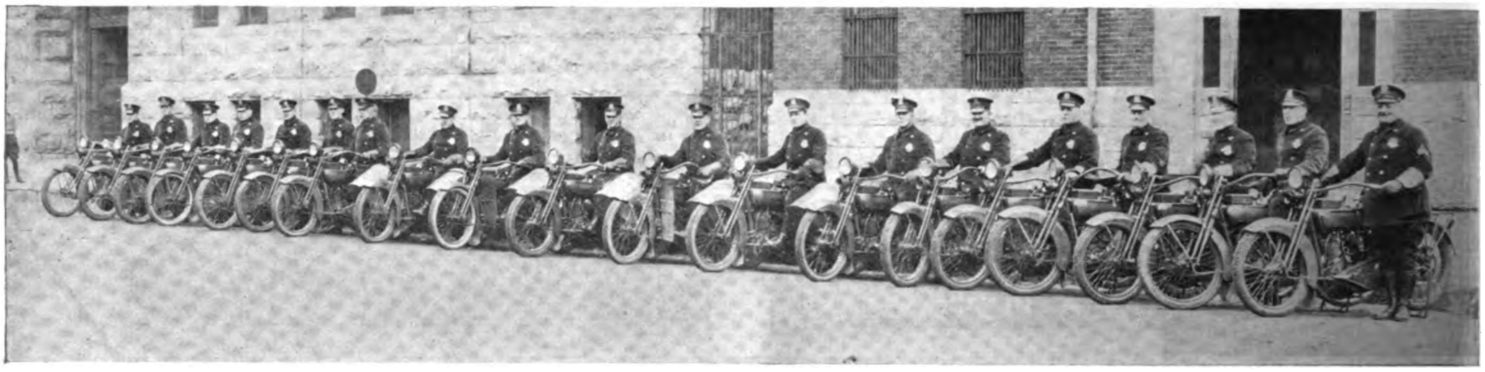
Nearly every city large enough to have a regularly organized police department recognizes the practical value of the "motorcycle cop," but most of them confine his activities to chasing speeders.

In the smaller places his chief work is regulating traffic and apprehending speeders. In many of the smaller cities the fines paid by offending speeders brought into court by the motorcycle officer more than offset the cost of his maintenance.

In some cities the motorcycle officers patrol regular beats, covering a great deal more territory than the ordinary foot patrolman, and covering it more effectively. In larger cities also, motorcycles and sidecars are held in reserve for emergency calls, much the same as the familiar patrol wagon is used. If the call is for quick action, in a situation that can be handled by one or two officers, the sidecar

Motorcycles Used by Police of Leading Cities in the U. S.

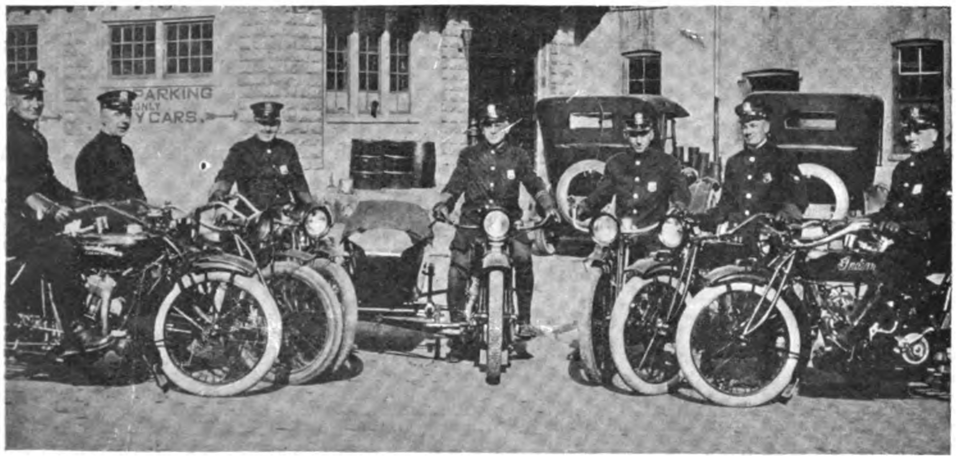
City	No. Used	For What Purpose
Atlantic City, N. J.	6	Traffic
Atlanta, Ga.	10	Traffic and patrol
Akron, Ohio	9	Traffic and emergency
Albany, N. Y.	10	General patrol
Boston, Mass	36	Traffic
Baltimore, Md.	136	Traffic and patrol
Buffalo, N. Y.	22	Traffic and patrol
Brockton Mass.	0	
Bayonne, N. J.	6	Traffic
Birmingham, Ala.	20	Traffic and emergency
Bridgeport, Conn.	10	Traffic
Chicago, Ill.	60	Traffic and emergency
Cleveland, Ohio	37	Traffic
Cincinnati, Ohio	10	Emergency calls
Columbus, Ohio	26	Traffic and patrol
Charleston, S. C.	0	
Covington, Ky.	3	General police work
Charleston, S. C.	6	Traffic
Cambridge, Mass.	1	Traffic
Camden, N. J.	6	Traffic
Detroit, Mich.	54	Traffic and special duty
Denver, Colo.	13	Patrol and emergency
Duluth, Minn.	4	Traffic and patrol
Des Moines, Ia.	2	Traffic
Dayton, Ohio	2	Traffic
Dallas, Tex.	17	Traffic and patrol
Elizabeth, N. J.	12	Traffic
Evansville, Ind.	3	Traffic and emergency
Erie, Pa.	6	Suburban patrol
East St. Louis, Ill.	2	Traffic
Fort Worth, Tex.	16	Traffic and emergency
Fort Wayne, Ind.	3	Traffic and emergency
Fall River, Mass.	0	
Grand Rapids, Mich.	6	Traffic and emergency
Hoboken, N. J.	6	Traffic
Harrisburg, Pa.	8	Traffic and emergency
Holyoke, Mass.	1	Traffic
Hartford, Conn.	10	Traffic and patrol
Houston, Tex.	2	Traffic
Indianapolis, Ind.	14	Traffic
Jersey City, N. J.	80	Traffic and emergency
Jacksonville, Fla.	6	Traffic and patrol
Kansas City, Mo.	55	Residence patrol
Kansas City, Kas.	5	Traffic
Los Angeles, Cal.	26	Traffic
Louisville, Ky.	14	Traffic
Little Rock, Ark	3	Traffic
Lawrence, Kas.	8	Traffic
Lowell, Mass.	6	Patrol
Lynn, Mass.	6	Traffic
Milwaukee, Wis.	28	Traffic and emergency
Minneapolis, Minn.	10	Traffic and emergency
Manchester, N. H.	10	Traffic and emergency
Mobile, Ala.	4	Traffic
Memphis, Tenn.	6	Traffic
New York	528	Traffic and patrol
Newark, N. J.	42	Traffic
New Orleans, La.	24	Traffic and emergency
New Haven, Conn.	7	Traffic and patrol
Nashville, Tenn.	4	Traffic and emergency
New Bedford, Mass.	2	Traffic
Oakland, Cal.	0	
Oklahoma City, Okla.	10	Patrol and emergency
Omaha, Neb.	12	Traffic and patrol
Philadelphia, Pa.		
Passaic, N. J.	2	Patrol and traffic
Pittsburgh, Pa.	83	Traffic and patrol
Portland, Ore.	28	Traffic, patrol, emergency.
Providence, R. I.	9	Traffic and patrol
Peoria, Ill.	8	Traffic
Portland, Me.	1	Traffic
Phoenix, Ariz.	1	Traffic and emergency
Paterson, N. J.	12	Patrol and traffic
Quincy, Ill.	1	Traffic and emergency
Rochester, N. Y.	13	Patrol
Richmond, Va.	0	
Raleigh, N. C.	1	Traffic
St. Louis, Mo.	19	Traffic
San Francisco, Cal.	8	Traffic and emergency
Seattle, Wash	22	Traffic and emergency
St. Paul, Minn.	35	Patrol
Syracuse, N. Y.		
St. Joseph, Mo.	6	Patrol and traffic
Somerville, Mass.	1	Traffic
Schenectady, N. Y.	7	Traffic and emergency
Savannah, Ga.	15	Traffic and emergency
South Bend, Ind.	5	Traffic and emergency
Salt Lake City, Utah	7	Traffic
Superior, Wis.	3	Traffic
Scranton, Pa.	6	Traffic and emergency
Spokane, Wash.	2	Traffic
San Antonio, Tex.	14	Traffic and emergency
Springfield, Mass.	6	Traffic
Toledo, Ohio	14	Traffic
Troy, N. Y.	6	Traffic and emergency
Terre Haute, Ind.	1	Traffic
Trenton, N. J.	8	Traffic
Tacoma, Wash.	7	Traffic and emergency
Utica, N. Y.	5	Traffic and emergency
Washington, D. C.	42	Patrol and traffic
Waterbury, Conn.	4	Patrol
Wilkesbarre, Pa.	2	Traffic and emergency
Wheeling, W. Va.	4	Emergency and traffic
Youngstown, Ohio	6	Traffic and emergency
Wilmington, Del.	5	Traffic



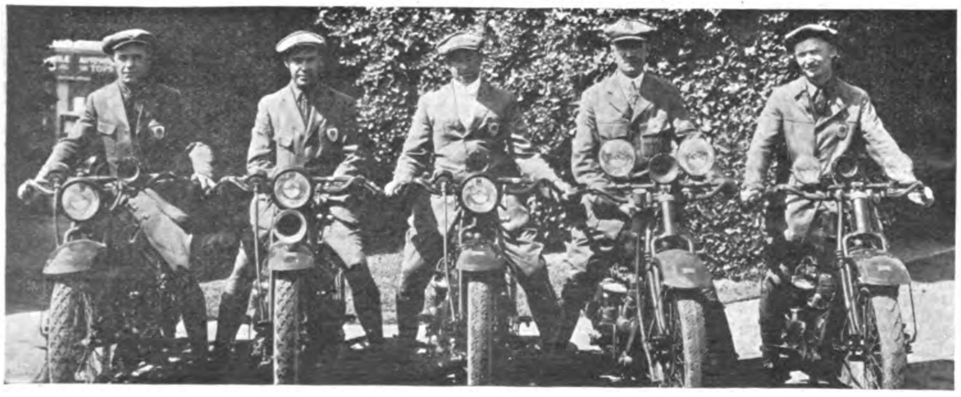
A Company of Milwaukee Motorcycle Officers Lined Up in Front of the Police Station

has it all over the patrol wagon for prompt getaway from the station and arrival at the scene of disturbance.

Portland, Oregon, Officers



Schenectady, N. Y., Motorcycle Cops



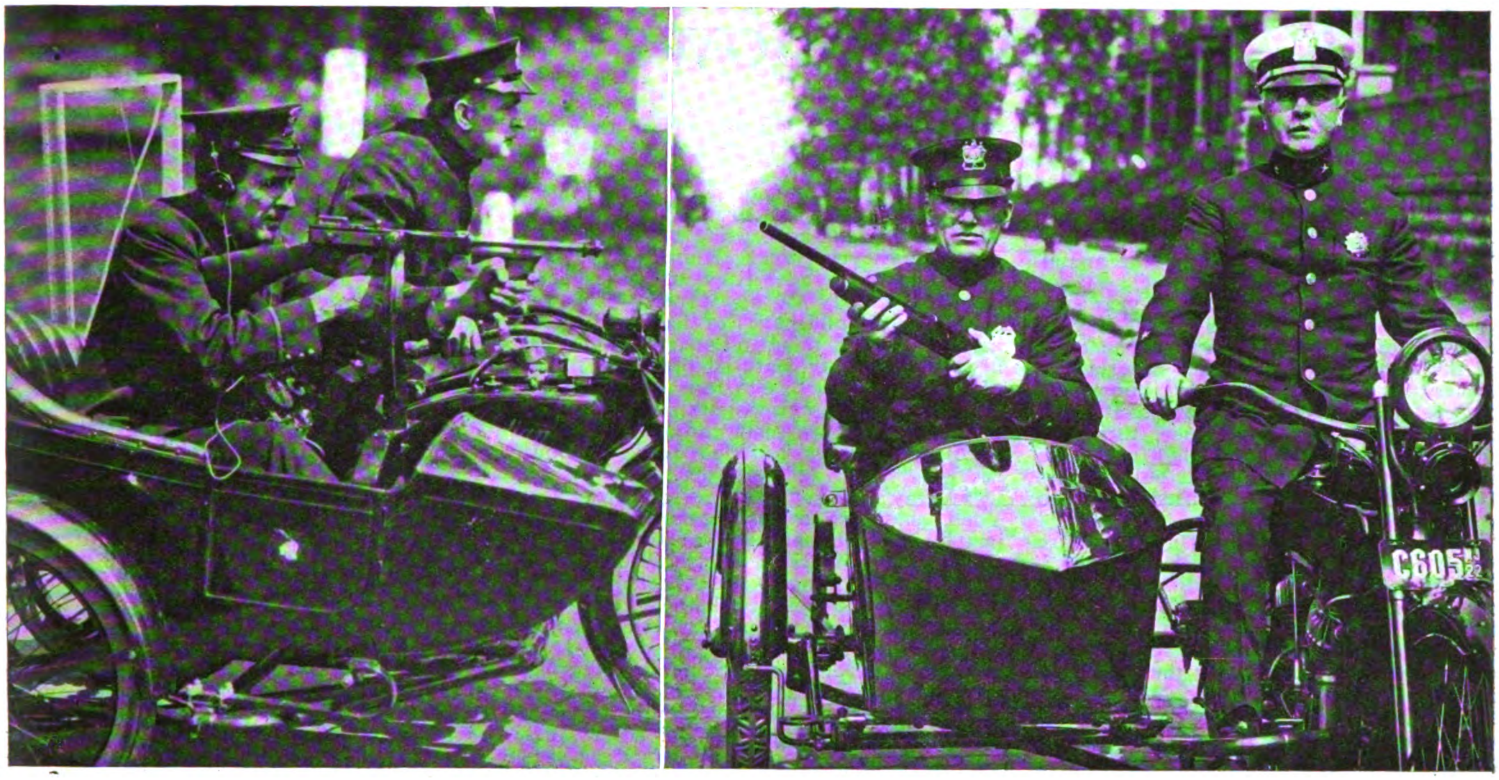
Pasadena, Cal., Traffic Officers

The value of this emergency service might well be emphasized by dealers in smaller cities in their efforts to sell to their local police departments. Small cities can make even better use of an emergency sidecar outfit than the larger ones. The larger cities have their patrol wagons and their widespread police force, while in the smaller city with perhaps two or three patrolmen, the officers are spread out pretty thin. An accident, or fire, or crime in one end of the city is quite likely to occur when the patrolman is farthest from that point. A quick response by motorcycle from headquarters may save life or property or apprehend a criminal who might otherwise escape.

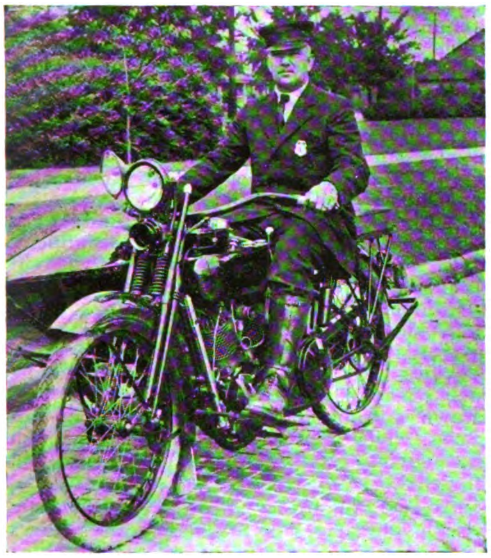
A questionnaire sent to over 100 of the more important cities of the country reveals that while practically all of them use motorcycles in their police departments, more than half of them are not getting 100 per cent service. That is, they are not making use of motorcycles as fully as they should. The great majority are confining the motorcycle policeman to traffic duty, which in most cases means chasing speeders. A good many are using the motorcycle officers to respond to emergency calls, and only a few are using them for patrol duty. Not until every city in the country uses motorcycle officers for all three of these duties will they be getting 100 per cent of the service it is possible to get from the motorcycle.

Strange as it may seem there are several good sized cities that report they have no motorcycles in use in their police departments. Among them are Brockton, Mass.; Charleston, S. C.; Fall River, Mass.; Oakland, Cal., and Richmond, Va. What's wrong? It would seem that some dealer has been laying down on the job in these towns.

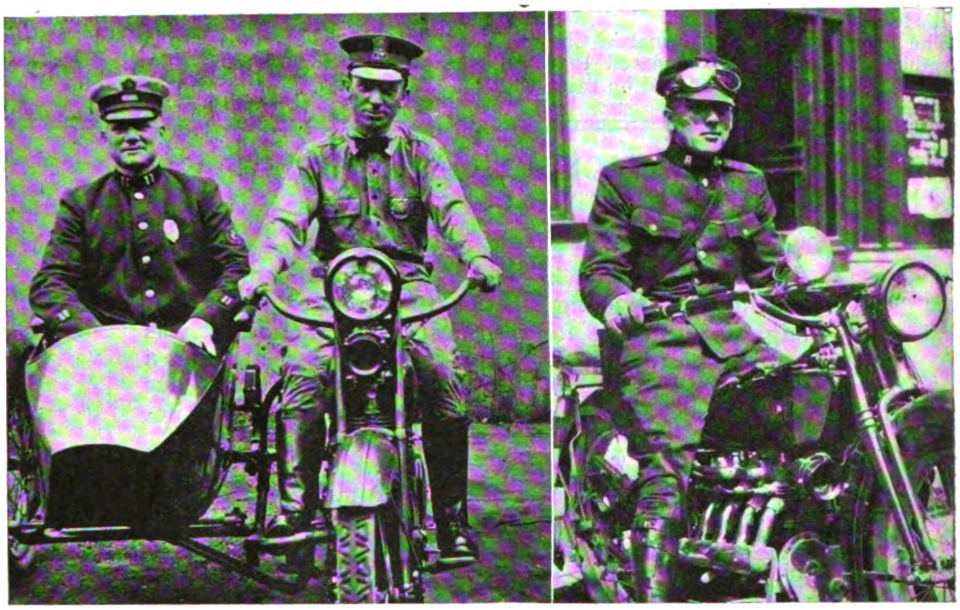
A great many other important cities report one, two and three motorcycles, only. It is mostly in these cities that chasing speeders is the only use the department head has discovered for his motorcycle officers. Dealers in these places might find it profitable to do a little missionary work.



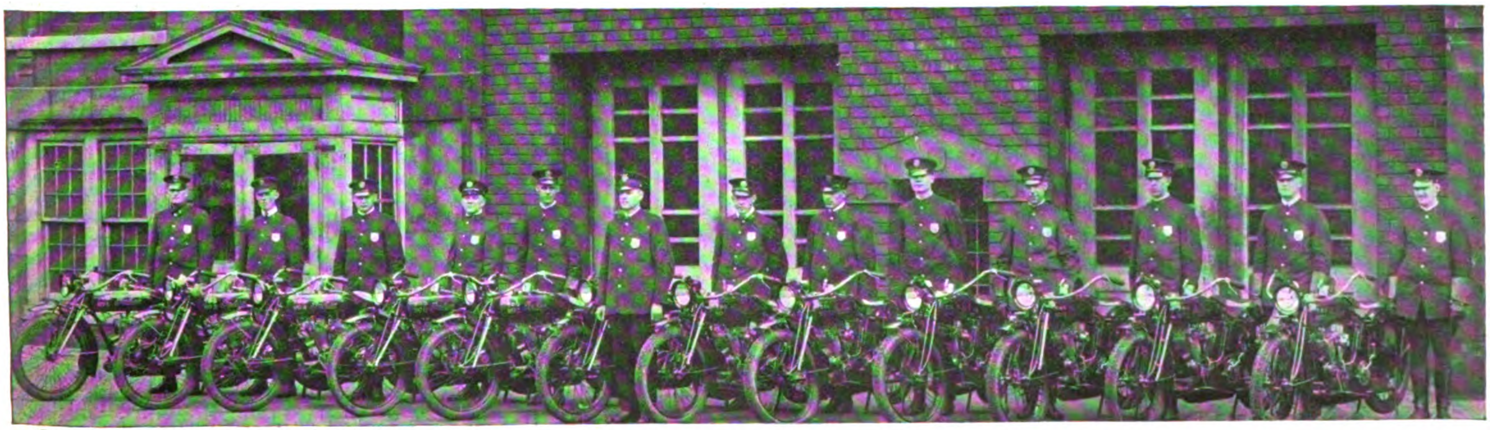
Left, a New York Riot Call Outfit With Machine Gun and Radio. Right, Chief George C. Rohrbach, West Hoboken, N. J., at the Helm



Frank Kritzer, Sidney, Ohio, Motorcycle Officer, Who Takes Great Pride in the Neat Appearance of Himself and His Machine



At the Left, Capt. Walker and Officer Falvey of Bridgeport, Conn. Right, Officer Robbins of the Pennsylvania State Police



Toledo, Ohio, Has a Motorcycle Police Force That Make a Fine Impression

C. T. A. Report Shows Great Progress

THE report of the Cycle Trades of America was read at the Atlantic City meeting of the association on Tuesday, September 12. In part it is as follows:

"In presenting in this fashion the annual report of the activities of the Cycle Trades of America, Inc., during the fiscal year ending August 31, 1921, it was the feeling of the Board of Directors at a recent meeting that the reading of voluminous reports was unnecessary as all the members know that complete detailed records are on file at headquarters. For the convenience, therefore, of those who must read as they run, such information as is thought will be of interest to the members is condensed herein so far as practicable.

"Meetings of the Board of Directors were held as follows: Atlantic City, August 3, 1921; Chicago, November 10, 1921; New York, January 9, 1922; New York, June 6, 1922.

"The following committees were appointed by President Huffman during the course of the year: Publicity, J. P. Fogarty, Chairman; DeWitt Page, Edgar Boren, F. A. Baker. Relations, R. J. Leacock, Chairman; DeWitt Page, A. B. Coffman, W. G. Schack. Entertainment, F. T. Chase, Chairman; Henry T. Fowler, G. T. Briggs, James E. Vogel. Auditing, H. M. Huffman, Chairman; L. J. Hood, C. A. Baldwin.

"The Publicity Committee met in Chicago, November 9, 1921, and estimated that between $50,000 and $60,000 would be raised by the coaster brake manufacturers to carry on the work for this year, and based its plans accordingly.

"The Publicity Committee at its meeting in January engaged the Frank Presbrey Co., of New York, as advertising agency to conduct the Bicycle Week Campaign. A 125-line (3-column) advertisement was placed in approximately 450 newspapers. This resulted in 156 solid pages of dealer advertising and 111 half, third and quarter pages. 152 newspapers either featured the C. T. A. ad only or ran from one to four dealer ads as a tie-up. Thirty newspapers on the list did not run our ad nor secure any dealer space. Eight newspapers ran full pages without receiving C. T. A. assistance.

"Murray's Newspaper Service, Inc., New York, supplying a cut service to approximately 2,000 newspapers, was authorized at the expense of $125 to furnish 20 Christmas bicycle illustrations to their newspapers as a supplement to their regular service in their publication, 'The Adman.' An article by Executive Secretary McCarthy, directed to newspaper advertising managers on the importance of impressing upon bicycle dealers the value of display advertising was included. Reports and clippings received from Murray's indicated many newspapers were successful in getting local dealers to use them. In addition, the C. T. A. furnished 2,656 of its own Christmas designs to newspapers and dealers together with 1,000 proof sheets.

"Because of limitation of funds, only two magazines, American Boy and Boys' Life, were used for Bicycle Week, and these carried half-page advertisements. Both these publications contributed bicycle fiction stories. One full-page advertisement appeared in each of the three trade papers.

"Without any expense to the C. T. A., six of the 2-color plates used in the previous 'Saturday Evening Post' campaign were loaned last Fall to Barron G. Collier, Inc., of New York, controlling most of the street car card advertising in America, for the printing of street car cards for bicycle dealers.

Bicycle Week Activities

"National Bicycle Week, April 29 to May 6, was without doubt almost as large as the one in 1920. Sixteen hundred and four matrices were sent out by headquarters for Bicycle Week. These, together with those that newspapers had on file from previous years, helped to swell the volumue of dealer advertising that linked up with our own. Five thousand 'National Bicycle Week' posters, 10x40 inches, were sent to the 'live' bicycle dealers of the country for windows.

"A bulletin carrying suggestions for Bicycle Week and containing 'canned' news items to be given to newspapers, was sent to the 17,300 names on mailing list. A copy of Bulletin was also mailed to each newspaper used in the campaign. The dealers of York, Pa., won the C. T. A. banquet given to the city putting on the biggest and best all around celebration. In the interest of economy, no clipping bureau was employed to check up on ads and publicity run during Bicycle Week, but judging from what publicity was run in the newspapers selected in comparison with campaigns of other years the bicycle received a large amount of news in all parts of the country. More than 100 bicycle races and parades were furnished prizes for Bicycle Week.

"No provision was made in our budget for supplying newspapers with bicycle publicity as in former campaigns, because of lack of sufficient funds, hence there was a large curtailment in this part of our work. However, 437 newspapers were furnished an illustrated matrix with mimeographed story previous to the Indianapolis automobile races May 30, featuring four of the best known automobile racers mounted on bicycles. The photos were supplied through the courtesy of 'Western Motorcyclist and Bicyclist.'

"Several photo syndicates work closely with headquarters in furnishing newspapers all over the country with bicycle photographs. Photos received at headquarters of prominent persons riding wheels or having a tendency to attract attention to the bicycle, also are released free of charge through these agencies. The publicity in connection with the trans-continental trip of Clarence Wagner, Terre Haute, Ind., was arranged by headquarters.

"The work of the Prize Bureau is well known to the trade. Recognizing the increased interest in bicycle racing, the Publicity Committee authorized the purchase of 250 sets of medals, gold filled, silver plated and bronze, to be given in the name of the C. T. A., in addition to engraved silver loving cups, to be awarded in special events. Despite the increased interest in bicycle racing the last several years, the number of races promoted this year, with the season almost over, is close to 100 behind the figures of last year, when 429 races were furnished prizes.

"This decrease is very probably due to the reduced force of field men and the infrequency of Cycle Trade Bulletins, which of course was due to the limited funds available

THE BICYCLE AS A "TONIC"

(From the Marion Star.)

A QUARTER of a century ago bicycling was a fad. People went wild about it. Boys and girls used to conduct bicycling parties to Prospect and other neighboring towns for the sport of the ride and it was a good healthy sport. Then bicycling ceased to be a fad and when people rode their bikes they rode not for the pleasure or for the healthful exercise, but because it was a time-saver or was more convenient.

With the coming of the automobile, the bicycle became strictly a business utility with most Americans; the bicycle was relegated far to the rear as a legitimate vehicle to health and the instrument of clean sport.

But while Americans neglected the bicycle as a vehicle for healthful exercise and grew fat on the padded cushions of motor cars, the people of Europe continued to use the bicycle for removing surplus fat and for exercise; prince and peasant continued to ride the bike, generally speaking, while in this country the cases of the bicycle riders who rode for their health were extremely few.

But bicycling is again coming back in America, and every indication is that there is to be a great revival of "safety riding." Of course, there are thousands of people who have always ridden the bicycle and never thought of giving it up, but the bulk of them ride because they do not want to walk and because the bike is cheaper than the automobile.

When the bicycle comes into its own again, it will be because of the healthy appetite that comes from the exercise along with stronger muscles and greater bodily fitness.

this year. Y. M. C. A. and Boy Scout organizations show a continued increased interest in bicycle racing, and invariably whenever a secretary is transferred to another city, he introduced the sport among the youngsters there.

"The Amateur Bicycle League of America, Inc., which will conduct the National Amateur Road Championship Races at Atlantic City, September 16, should again be commended for its earnest and sincere co-operation in behalf of reviving bicycle racing and the industry as a whole thoroughly appreciates what that organization has accomplished since its inception close on to two years ago. Since its agreement with the National Cycling Association to control road racing, clubs all over the country have joined its forces, new clubs have been formed and many new riders have developed because of its activities becoming widely known among bicycle dealers interested in the promotion of bicycle races.

"So successful has the new League been in fostering the movement of amateur bicycle racing and promoting interest in bicycle riding in general that the Publicity Committee recognizing this activity at a meeting ealy in the year, voted to allot $2,500 to help defray the railroad and hotel expenses of the riders from each of the states sending its champion who won the laurels in a series of elimination races, to participate in the National Championship event at Atlantic City. A new booklet featuring articles on racing and other bicycle pastimes was printed in the Spring and hundreds of copies have been distributed to dealers, riders and others interested.

"The splendid work of Mr. Fred St. Onge, who was added to the C. T. A. staff last Fall, need not be gone into details herein as his efforts in the promotion of cycling are well known to the entire trade. Leaving Chicago immediately after the Show last Fall he began a tour of the principal cities of the South, Southwest, Middle West and North, where it will terminate in Hartford, Conn., the week of October 23. Dealers and newspapers in every city visited thus far have closely co-operated in staging his 'sociability' runs. Page after page of ads and free publicity appear in each place visited and many commendatory editorials in behalf of the bicycle usually follow each visit. Not very many persons connected in an advertising way are permitted to speak to school children when in season, but St. Onge has mastered this problem and in almost every city he has been successful in having the authorities assemble the children for the purpose of enlightening them on the proper way to ride a bicycle. Newspapers are quite liberal with their support and have done much to stimulate bicycle riding in the cities called upon thus far. A matter of especial importance in this kind of propaganda work is the receipt of letters from bicycle dealers and newspapers in the cities where runs have been conducted thanking the C. T. A. for sending St. Onge and reporting a sharp increase in business as a result of his activities.

"Your headquarters spared no efforts to gain the support of dealers to attend the Chicago Show, November 8 to 13. Show Manager Coffman reported at the Board meeting January 9 that the affair was a noteworthy success and was well attended by dealers from all corners of the country. Total receipts were $22,826.46, disbursements $20,704.26, with a balance of $2,072.17 that was divided equally between the four associations in proportion to the amount of space occupied by their members. The booth of the Cycle Trades of America was swamped with dealers seeking advertising materials and advice, and all were loud in their praise of the work being done by the C. T. A.

"A word in behalf of the trade journals should not be amiss. They have co-operated diligently and faithfully with the C. T. A. office in giving wide publicity to the Chicago Show, National Bicycle Week, the present Convention and Bicycle and Accessory Show and many times during the year in keeping the dealers active. They have been exceedingly liberal with the publicity accorded the work of Fred St. Onge and are always ready and willing to lend their full support in fostering the work of this organization. It is hoped that their untiring efforts and co-operation are fully appreciated by the industry.

"The appointment of a Relations Committee was effected at the January meeting, the function of the committee being to consider criticisms or suggestions tending toward closer relationship and co-operation between the four associations, its powers being restricted to gathering the necessary data and transmitting same to the associations interested, with the recommendations of the committee.

"Bicycle riding on streets and public highways is becoming noticeably dangerous with the steady increase in automobiles. That drastic measures must be taken to safeguard the bicyclists, and protect the future life of the bicycle is a matter of especial importance. With the object in view, the Board of Directors at its meeting June 6, voted that Treasurer Schack, as a committee of one, with the assistance of the Executive Secretary, gather such facts as are available in an endeavor to promote safety, and to solicit the co-operation of the Safety Institute of America. Thus far, little has been accomplished because of the gigantic work to follow, but assurances have been given by the Safety Institute of America that the question of bicycle riding will be seriously considered at a future meeting which is expected to take place in October.

Summary of Receipts and Disbursements

From Sept. 1, 1921 to August 31, 1922

Receipts		
Balance Sept. 1, 1921		$3,184.26
Sub. (1920-21 Campaign)	$3,594.93	
*Sub. (1921-22 Campaign)	44,758.33	
Entertainment	1,702.50	
Interest	285.73	
Dues	1,500.00	
Miscellaneous	72.57	
Racing Prize Fund (Hendee Mfg. Co.)	50.00	
Chicago Show Refund	700.00	
Refund on Travel. H. J. McCarthy	37.92	$52,701.98
		$55,886.24

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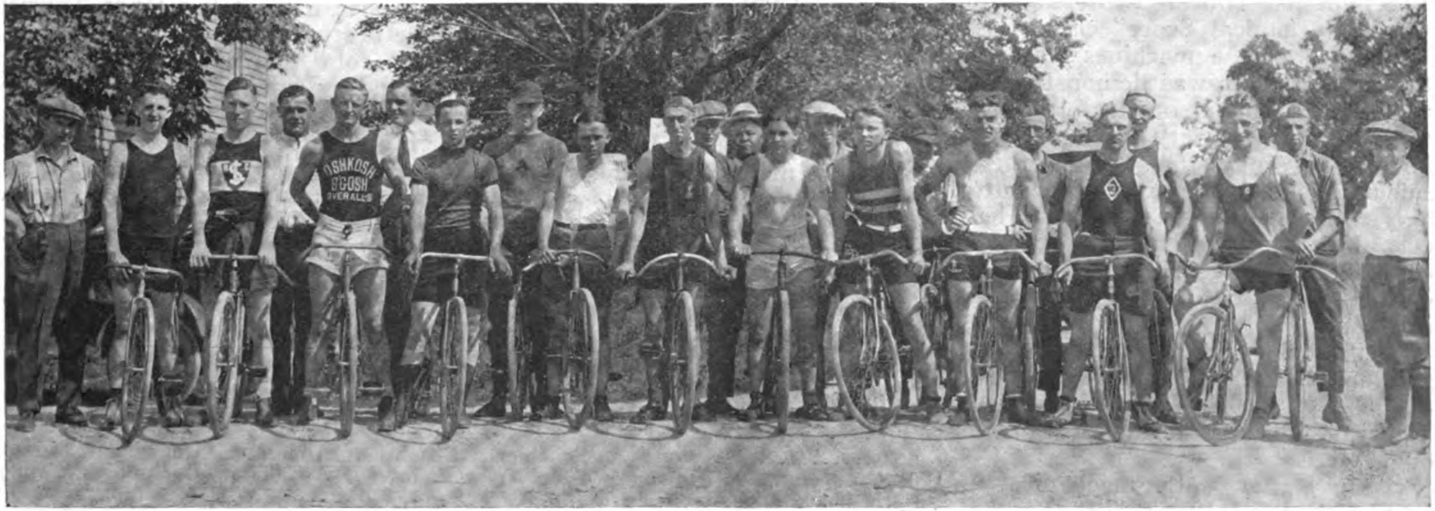
*To July 31.

Disbursements	
National Advertising Campaign	$15,654.86
Bulletin (printing, cuts, postage and mailing)	1,534.22
New York Office (salaries, rent, supplies, etc.)	5,791.86
Dealer Helps (mats, stereos, bi-wk. posters, etc.)	655.91
Racing Booklet	185.08
Medals and Cups (CTA)	521.58
Fred St. Onge	8,400.00
C. T. A. and St. Onge Publicity	164.50
Louis Pierron (claims for missionary work)	57.50
Dues. Chamber of Commerce, U. S. A.	20.00
Bridgeport (1921) and York (1922) Bicycle Week Contest Winners	192.30
Westfield Mfg. Co. (telegrams and postage)	33.82
Traveling expenses (C. A. Baldwin, Natl. Counc. Cham. Com.)	118.14
Balance due N. W. Ayer & Son	1,427.04
Am. Litho. Co. (mailing list service)	135.75
Am. Litho. Co. (mailing service on Bulletins, 1920)	930.19
Entertainment Committee	2,406.45
Am. Bi. League and Rotary Club Donations	2,346.02
Racing Prize Fund	59.85
Chicago Show, 1921	307.10
Board of Directors transportation	290.45
Total	$41,232.62
Balance on hand August 31, 1922	$14,653.62



Karl H. Oaks and Guy Brundage, live wire dealers of Oshkosh, Wis., are enthusiastic bicycle racing boosters and have developed some good amateurs within the past year, their first year of racing. Bicycle races are a favorite pastime in Oshkosh and are held regularly. Photo shows riders who competed in a nine-mile race August 20. Third from right Earl Hanson, winner; fourth from left Gordon Galliger, second; fourth from right Ed Bair, fourth; second from left Art Larsen, third; second from right Earl Koch, fifth. The first rider from right is Carl Van Worder who is also a middle-weight wrestler and finds bicycle riding a big help when training for a match. Oaks is on extreme right and Brundage on extreme left.

Philadelphia Initiates Tour Contest

THE first Prize Tour of the Motorcycle Club of Philadelphia has taken its place in the pages of motorcycle history, and demonstrated that the expectations of those who planned it were well founded.

The course was to Binghamton, N. Y., and return, passing through a region rich in historic association and romantic history, and it is safe to say that the features of each locality were appreciated as they had never been before by any party of motorcycle contestants. For instead of just casually glancing around occasionally as they rode along, these tourists were keenly alert for significant scenes at every turn of the road, for the chance to pile up extra points on their touring scores stimulated the attention to maintain a close lookout.

Facts that had always before been overlooked were found to have thrilling meaning when the tourists looked into them under this new kind of competition. The Tunkhannock bridge assumed new interest when the tourist learned that it's frequently called "the eighth wonder of the world" a tremendous concrete structure that took nearly four years to build, cost over a million dollars and is 250 feet high. Easton held a new thrill for the rider who learned that the Indians had named it "At the Forks of the Delaware," picturing in his imagination the gatherings of the primitive savages there in past ages.

If a beautiful little lake or majestic mountain met the view instead of simply letting it pass with a casual glance the rider paused to ascertain its name, and history, and scribble down the facts in his "Touring Score Book." In the "Mechanical Score" class, the performance of the machines was so satisfactory that it was demonstrated that unless a run is of the old-time "manslaughter" variety that caused such disfavor, a run must have other elements besides running efficiency to make it interesting as a contest. The mechanical scores were very close, and competition very keen, but trouble was so infrequent as to cause very few penalizations.

The following riders turned in the high scores in the various classes designated:

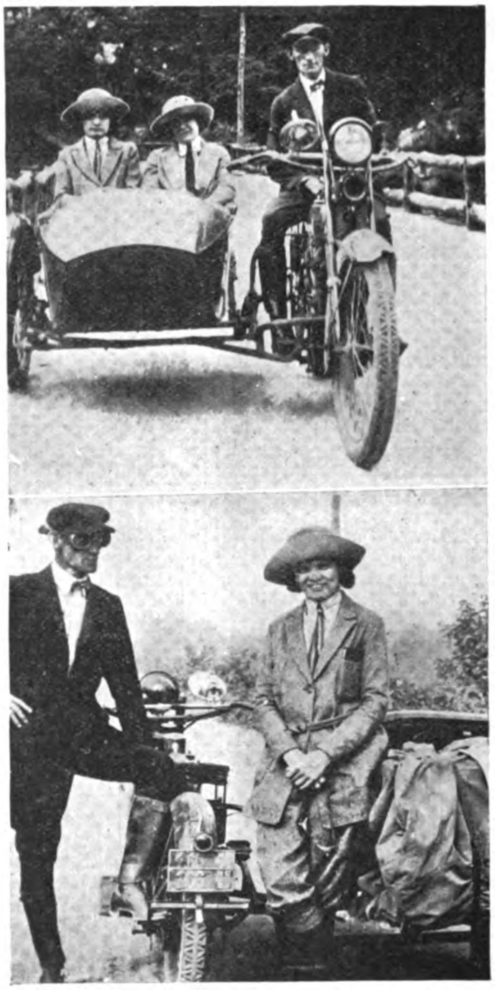
General solo, mechanical—E. M. De Long, Ace.

Private owner, solo, mechanical—Arthur Boyer, Harley-Davidson.

Trade solo, mechanical—C. E. Capner, Ace.

Sidecar, mechanical—Al Bordman, Ace.

Solo, touring score—Ed. Mack, Ace.



Mr. and Mrs. Bob Upchurch, with Mrs. J. C. Cates as their guest, have just completed a 642-mile tour through the mountains from their home at Raleigh, N. C., to Asheville, N. C. They used a 74 Harley-Davidson and double sidecar. Fifteen gallons of gasoline and three quarts of oil did it. Below are Mr. and Mrs. Upchurch and their touring outfit. Above, Bob and his passengers Mrs. Upchurch and Mrs. Cates.

Sidecar, touring score—H. S. Morgan, Harley-Davidson.

Mechanical scores were based on consistency of running and economy of operation, with penalties assessed for trouble while on the road and for operating expenses, not for time of arrival at specific points. Touring scores were based on the number of points of interest observed and noted.

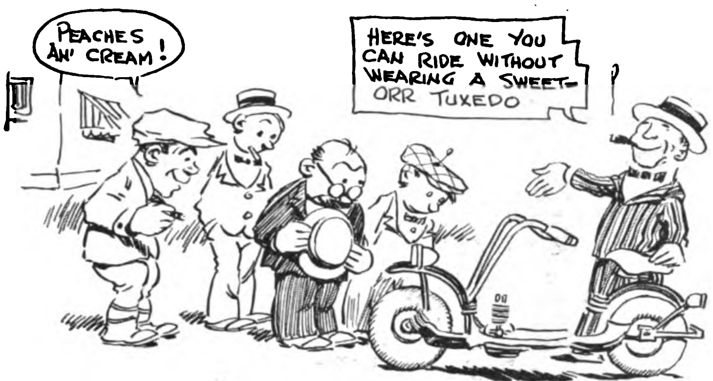
Prizes awarded consisted of attractive M. and A. T. A. medals and the following prizes donated by various manufacturers: Hendee Mfg. Co., Indian cup; Ace Motor Corporation, Ace trophy; Harley-Davidson Motor Co., gold medal and speedometer; Cleveland Motor Co., spot light; Wico Electric Co., storage battery; Wheeler-Schebler Carburetor Co., two De Luxe Schebler carburetors; Carter Carburetor Co., Carter carburetor; New York Lubricating Oil Co., two 5-gal. cases of Monogram oil; Strauss & Bugeleisen, Resistal goggles; Kay-Bee Mfg. Co., spot light and stop signal; Diamond Chain & Mfg. Co., drive chain; Splitdorf Electric Co., 4 spark plugs; Goodyear Tire & Rubber Co., inner tube; Klaxon Company, Klaxon horn; Corcoran-Victor Co., headlight; Torrington Company, 100 spokes and nipples.

The Tour illustrated in very graphic fashion the economy with which a motorcycle allows its owner to travel about to see new sights, learn new facts and improve his knowledge. Here was a journey of about 500 miles across mountains, valleys and foothills, through a region that is rich in Indian legends, pioneer history and scenic magnificence. A trip which on general estimate would be expected to involve substantial expense—train fare alone from Philadelphia to Binghamton is $7.99 one way—and which would be worth the price at that.

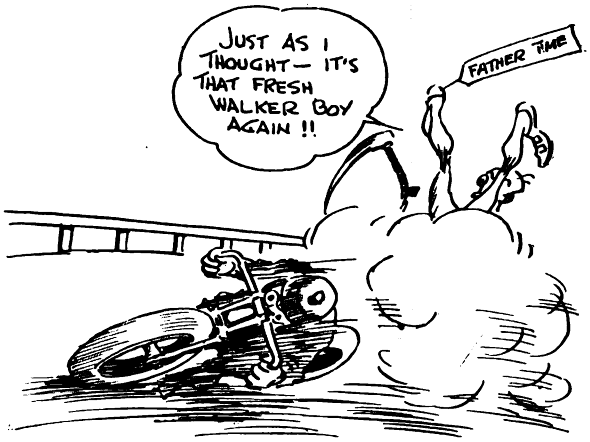
But was it really expensive? The expense lists of the Prize Tourists is the best answer. For it develops that the total expenditure in this tour, including running cost of motorcycle, hotel bill, restaurant charges, etc., average only about $5.50 per man for the whole trip, for the solo outfits, or as low as a flat $5 each, in case of sidecar.

EQUIPMENT OF PRIZE TOUR WINNERS

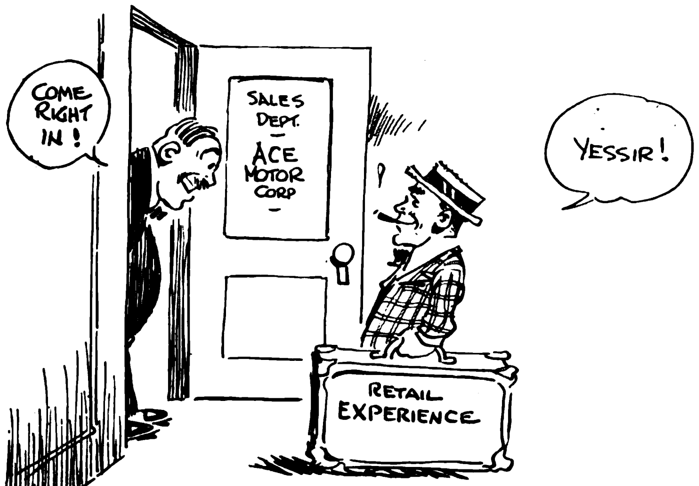
	Tires	Carburetor	Magneto	Plugs	Chains	Saddle
E. M. De Long, Ace	Firestone	Schebler	Simms	A-C Titan	Duckworth	Troxel
Arthur Boyer, Harley-Davidson	Firestone	Schebler	Bosch	Anderson	Duckworth	Troxel
C. E. Capner, Ace	Firestone	Schebler	Simms	A-C Titan	Duckworth	Mesinger
Al Bordman, Ace and Goulding sidecar	Firestone	Schebler	Simms	A-C Titan	Duckworth	Troxel
Ed. Mack, Ace	U. S. Traxion	Schebler	Simms	A-C Titan	Duckworth	Troxel
H. S. Morgan, Harley-Davidson sidecar	Firestone	Schebler	Generator	Champion	Duckworth	Mesinger


PEACHES AN' CREAM!
HERE'S ONE YOU CAN RIDE WITHOUT WEARING A SWEET-ORR TUXEDO

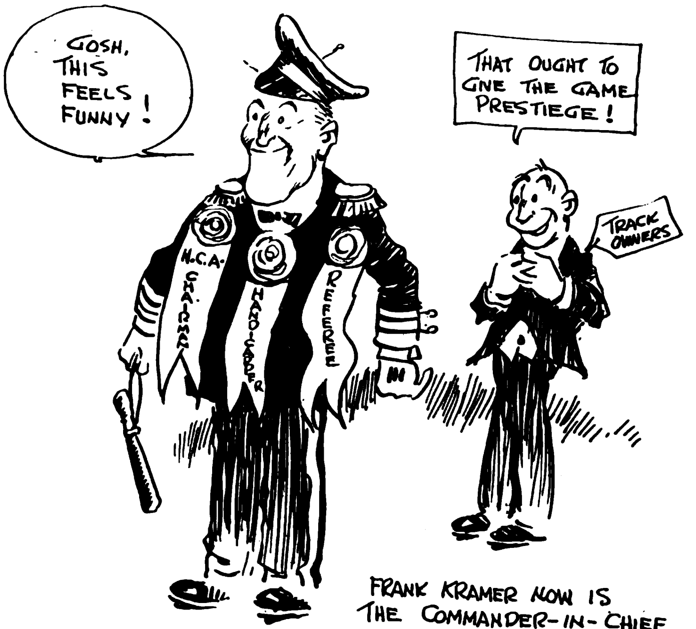
PRES. J. ALLAN SMITH OF THE NERACAR CORP INVADES THE PACIFIC COAST AND MAKES THE NATIVES SIT UP AND TAKE NOTICE OF THE NEWEST AMERICAN LIGHTWEIGHT MOTORCYCLE


JUST AS I THOUGHT— IT'S THAT FRESH WALKER BOY AGAIN !!
FATHER TIME

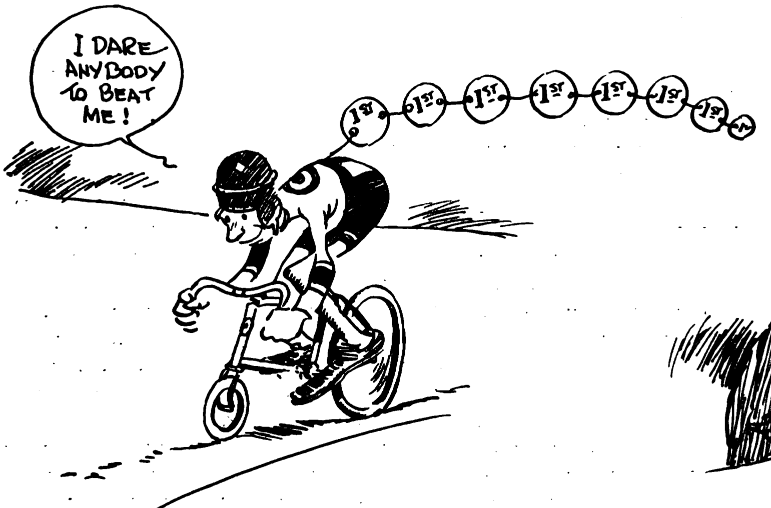
GENE WALKER MAKES A NEW FIVE-MILE HALF-MILE DIRT TRACK RECORD AT SOUTH BEND, IND., DOING 5:07 3/5


COME RIGHT IN!
SALES DEPT. — ACE MOTOR CORP —
YESSIR!
RETAIL EXPERIENCE

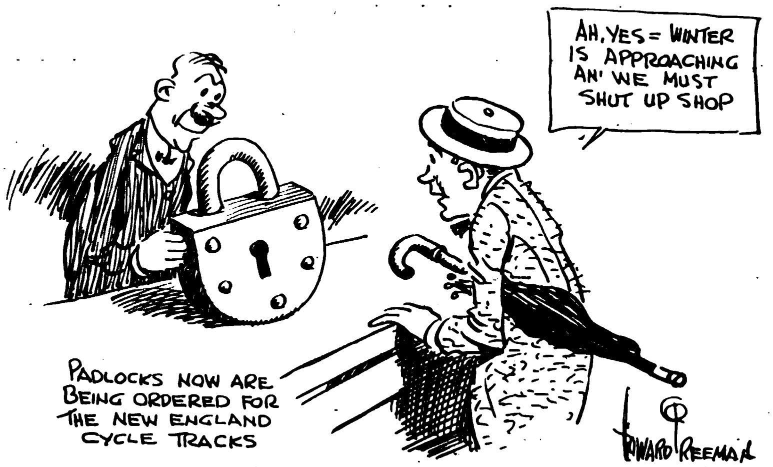
FRANK SNOOK QUITS SELLING MOTORCYCLES AT RETAIL TO JOIN THE SALES DEPARTMENT OF THE ACE MOTOR CORPORATION


GOSH, THIS FEELS FUNNY!
THAT OUGHT TO GIVE THE GAME PRESTIEGE!
TRACK OWNERS
N.C.A. CHAIRMAN
HANDICAPPER
REFEREE

FRANK KRAMER NOW IS THE COMMANDER-IN-CHIEF OF CYCLE RACING


I DARE ANYBODY TO BEAT ME!
1st
1st
1st
1st
1st
1st
1st
1st

AFTER A STRING OF WINS, GEORGE CHAPMAN TAKES THE LEAD IN THE ALL-AROUND POINT STANDING


AH, YES = WINTER IS APPROACHING AN' WE MUST SHUT UP SHOP
HOWARD FREEMAN

PADLOCKS NOW ARE BEING ORDERED FOR THE NEW ENGLAND CYCLE TRACKS

Oscar Lenz, wrestling with his bucking machine at the Marion Hill Climb.

Three New Sectional Hill Climb Champs

By J. B. Scott

THROUGH the mists of castor oil smoke and dust that still hover about the air at Marion, Ind., there emerged on Labor Day three new sectional hill climb champs as the results of the successful staging of the third annual East North Central Sectional Hill Climb on the now famous Entronuse Hill just north of the city.

Last year's champion de luxe, Roy Beal, of Fort Wayne, Indiana, riding an Indian Scout started off the day with winning the 37 cubic inch event in record shape.

The 61-cubic inch event went to that master of the hill climbing art, Oscar Lenz of Lansing, Michigan, riding a Harley-Davidson.

The 80-cubic inch open event went to Otto Neukam, Indian, another old hand at the game.

The 5,000 odd spectators were certainly given their money's worth. That "guy from Lansing, Michigan," as he was spoken of by the crowd, and Neukam were easily the favorites because of the masterful way in which they rode their mounts to victory and the manner in which they controlled their machines at different times when the rear wheel insisted on getting ahead of the front wheel.

Due to the shortening of the starting line this year by the promoters of the climb, there were only three of the dozen or fifteen entrants who were able to get over the top of the hill, these three being Lenz, Neukam, and "Pants" Fyson, a Harley-Davidson entrant who placed second in the open event.

Referee Elmer Smith called for the first rider in the lightweight event promptly at 2 P. M. Roy Beal, last year's champion and the reigning favorite at starting time, was the first man to try his luck at the hill. With our old friend "Bill" Freeman pouring out wash tubs full of eleventh hour advice and direction to him, Beal got his Scout to percolating nicely and away he went amid a huge cloud of dust and castor oil smoke. When the air had sufficiently cleared to enable ye scribe to note the results of Beal's efforts it was found that he had made a distance of 52 feet up that almost impossible grade. It was certainly a neat little climb for a lightweight considering there was only a 42-foot run for the hill. Wilbur Gunkel, also riding an Indian Scout was second man at the hill. Due to a poor getaway Gunkel barely got a good start up the hill, only making a 20-foot climb. Ed Henline was more successful, negotiating the hill for a 40-foot climb. On their second trials Beal and Henllne were unable to better their first efforts, but Gunkel made a masterful effort with his little machine and succeeded in wresting second place from his team-mate Henline with a climb of 45 feet.

The first real excitement of the day and the first real climb of the day was put over by the next "Gladiator," Oscar Lenz, in the 61 event. Trotting out his Harley-Davidson broncho 80 and one-half feet Oscar hit a little hump in the hill throwing his front wheel a little in the air which allowed his rear wheel to show up the front one by getting in front. For a few seconds Lenz was literally holding his machine upside down in the air above his head. He saved himself from a backwards somersault down the hill by throwing the machine sideways and side-stepping himself. Lenz's ride made the Indian warriors sit up and take notice, for as yet none of the Indian entrants had showed anything to equal his mark of 80 and one half feet.

"Pants" Fyson, next aspirant for the honors in this event, also hit a bump in the course at the forty foot mark, which threw him clear of his machine and backwards down the hill on his stomach.

On his second ride Lenz got out of the course at the fifty-foot mark and after much floundering about finally equalled his first mark but could get no higher, his motor quitting him dead just as though it knew that was far enough to give its rider first money.

Matters were held up a few minutes at this point to enable Beal to complete the changing of his gearing and other adjustments. After the wigwam wrench slingers had completed fixing up Beal, he lost no time in getting away. His first two starts were false ones, due to his inability to get his carburetor adjusted, but on his third trial he was off and was going good when his magneto flattened out on him and he died short at only 45 feet. Beal's failure marked the passing of the Redskins' hopes, the Harley-Davidson boys winning all three places, namely, Lenz, first; Honeick, second, Wiedleman, third.

Although almost melted by the heat and with their tongues hanging out a foot, the fans were up on their toes and yelling for action when Fyson drew up to the tape for the first try in the big 80-inch class. Determined to give old man jinx the shake, "Pants" gathered himself together and was away. After throwing up much dry dirt in our faces, Fyson hit a bump at about 120 feet up and had to quit, however, he made the highest climb of the day and was roundly cheered for his efforts.

Honieck was next, using the same motor he had in the 61-inch event, and although he made a nice ride, virtually equalling Fyson's mark, he was penalized for helping with his feet, which brought his climb way down.

The Indian boys now came upon the scene once more in the person of Otto Neukam. Much careful adjusting was given his machine by head mechanic Don Pope, Indian dealer at Indianapolis, and Lowenstein, the Carter wizard. When all ready Neukam shot his mount the gas for a rushing start, only to have same rear up on the hind wheel and buck like an honest to goodness broncho. Neukam succeeded in bringing the machine to earth and was making the turn to come back for another start when his machine got away from him again and started directly for the wire fence lining the course, at a point where there were mostly children. Neukam held tight to his machine and succeeded throwing it just as it reached the fence and the children. After this demonstration of horse power the fans eagerly watched Neukam's preparations for a new start. Like a flash he was up and over the hill riding a straight and true course to what proved to be victory in this event. At the top of the hill Otto lost control of his machine again and had to unload; no damage was done however. The Indian pits were now all agog with excitement and enthusiasm, for Neukam was the first man that had been able to reach the top, and it looked like a sure win in this event.

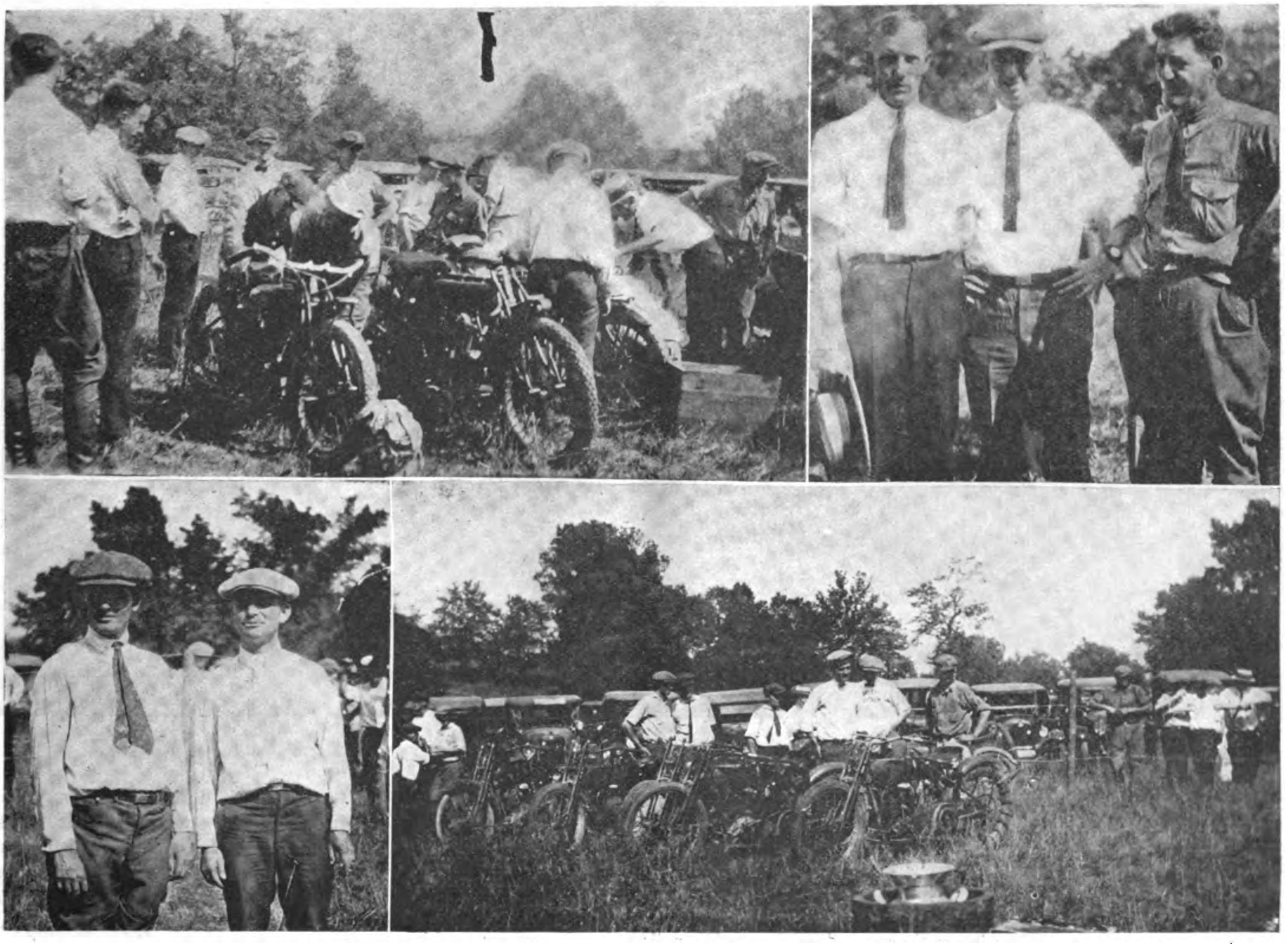
Much speculation was going the rounds of the crowd as to what might be expected of Lenz. Lenz got away nicely at the start but soon got into the soft stuff and then wandered out of the course to the left and started for the sidelines. He managed to straighten her up though and headed once more up the hill and finally went over.

Not to be outdone, Fyson next proceeded to show his fellow riders that he could climb hills, too. "Pants" virtually followed the same course that Lenz did, all the way, topping the hill in good shape. Both these chaps, Lenz and Fyson, topped the hill in better time than did Neukam, but due to their putting their feet to the ground their trials were only counted to the point where they had used their feet. Due to this Fyson got second place and Lenz third, inasmuch as Neukam was the only other man to ride and although he again topped the hill he did not equal his first performance of six seconds flat, thereby this time stood, which gave him first place.

For winning the 37-inch event Roy Beal received M. & A. T. A. gold medal and large silver loving cup donated by the local club. For second place in this event Gunkel received a $25 merchandise order while Henline received a $15 order for third place. In the 61-inch event Lenz received M. & A. T. A. gold medal and silver loving cup donated by the Hendee Mfg. Co. Hoenick, second man in this event, received a $50 merchandise order, while Wiedleman received a $25 order for third place. In the 80-inch class Neukam received M. & A. T. A. gold medal and silver loving cup donated by the Harley-Davidson Motor Company. For second place Fyson received a $75 merchandise order while Lenz added a $35 merchandise order to his other winnings for third place.

This year's climb was ably conducted by Elmer Smith, a local patrolman better known as "Big Smity," a relic of the days when he used to be a motorcycle rider.

Carburetor adjustments, etc., were ably taken care of by V. J. Lowenstein of the Carter Carburetor Co., and Geo. Von Staden of the Wheeler-Schebler Co. There were also representatives of the various tire companies present. All Harley-Davidson entrants were equipped



At the Marion, Ind., Sectional Hill Climb Championship. Top, left, the Indian pits; right, George Van Staden, V. J. Lowenstein and William Freeman; lower, left, Glen Scott and "Korky" Harwood; right, the Harley-Davidson pits.

with U. S. Traxion Tread tires while all Indians used Goodyear.

Other officials were Lew Wampler, announcer; Ed. Kline and W. V. Howard, scorers; C. Fite and Dick Shaw, timers; machine catchers on the hill, Allen Clindist and Art Jones of Muncie, "Kittie" Hicks, Eret Philips and Fred Bradford of this city.

37 CUBIC INCH EVENT

1st.—Roy Beal, Indian Scout, Firestone, Carter, Bosch, Duckworth, Indian plugs.

2nd.—Wilbur Gunkel, Indian Scout, Goodyear, Schebler, Splitdorf, Duckworth, Indian plugs.

3rd.—Ed. Henline, Indian Scout, Goodyear, Carter, Bosch, Duckworth, Indian plugs.

61 CUBIC INCH EVENT

1st.—Oscar Lenz, H-D, U. S. Traxion, Carter, Bosch, Duckworth, Splitdorf plugs.

2nd.—A. H. Hoenick, H-D, U. S. Traxion, Carter, Bosch, Duckworth, Moslar plugs.

3rd.—C. H. Wiedleman, H-D, Goodyear, Schebler, Bosch, Duckworth, Mosler plugs.

80 CUBIC INCH EVENT

1st.—Otto Neukam, Indian, Goodyear, Carter, Bosch, Duckworth, Indian plugs.

2nd.—N. Fyson, H-D, U. S. Traxion, Carter, Bosch, Duckworth, Splitdorf plugs.

3rd.—Oscar Lenz, H-D, U. S. Traxion, Carter, Bosch, Duckworth, Splitdorf plugs.

MILE RECORD IS BROKEN

GENE WALKER, Indian, and Paul Anderson, Excelsior, divided honors at Singac, N. J., Saturday afternoon, September 9, when it came to bettering the one-mile 30.50 record on a half-mile track, but in the solo events for the professionals Walker had everything his own way. Walker and Anderson each did the mile at the Singac meet, which was carried over from Labor Day on account of rain, in 1:01 1-5, which bettered Paul Anderson's mark of 1:02 4-5, made at South Bend, Ind., September 25, 1921. Maldwyn Jones, Excelsior, did his mile in 1:03 1-5, and Eddie Brinck, Indian, was timed in 1:03 3-5.

It was all Gene from Alabama in the solo events. Gene took the three-mile from Don Marks, Indian, and Ralph Hepburn, Indian. In the five-mile Walker again zoomed ahead of his opponents, Hepburn this time getting second ahead of Marks. Marks gave Walker a stiff battle in the ten-mile race and got by Walker after the latter had shot into the lead at the start and it was said that Marks is the first rider to go by Walker on the Singac track. Gene, however, went by Don on the last turn and won out. Hepburn was third in this race.

What looked like a real disastrous accident came in the three-mile event for sidecars. Jack Stahle, of Jersey City, was opposed by Harold Welty, Corning, N. Y., and Kid Spear, of Paterson. While rounding the first turn in the second lap Stahle got into the soft going and lost control of his machine. He hit the fence a glancing blow and was tossed from his mount. About 15 feet of fence and a post was torn out and the machine damaged, but fortunately neither rider or passenger were injured, both receiving a bad shaking up.

The amateur riders gave the crowd a few thrills and after they got through two of them, George Edwards and Charles Bush, bumped together, but righted themeslves and managed to stay up. Ed Young won the five-mile consolation after a lot of trouble. Jack Pechar was second to Ed. A rider named Christiano won the amateur race, but was disqualified when it was found he had ridden a pro. race. Summaries:

One-Mile Time Trial, Professional—Tie between Gene Walker, Indian, and Paul Anderson, Excelsior, 1:01 1-5; third, Maldwyn Jones, Excelsior, 1:03 1-5; fourth, Eddie Brinck, Indian, 1:03 3-5.

Three-Mile Solo, Professional—Won by Gene Walker, Indian; second, Don Marks, Indian; third, Ralph Hepburn, Indian. Time, 3:05.

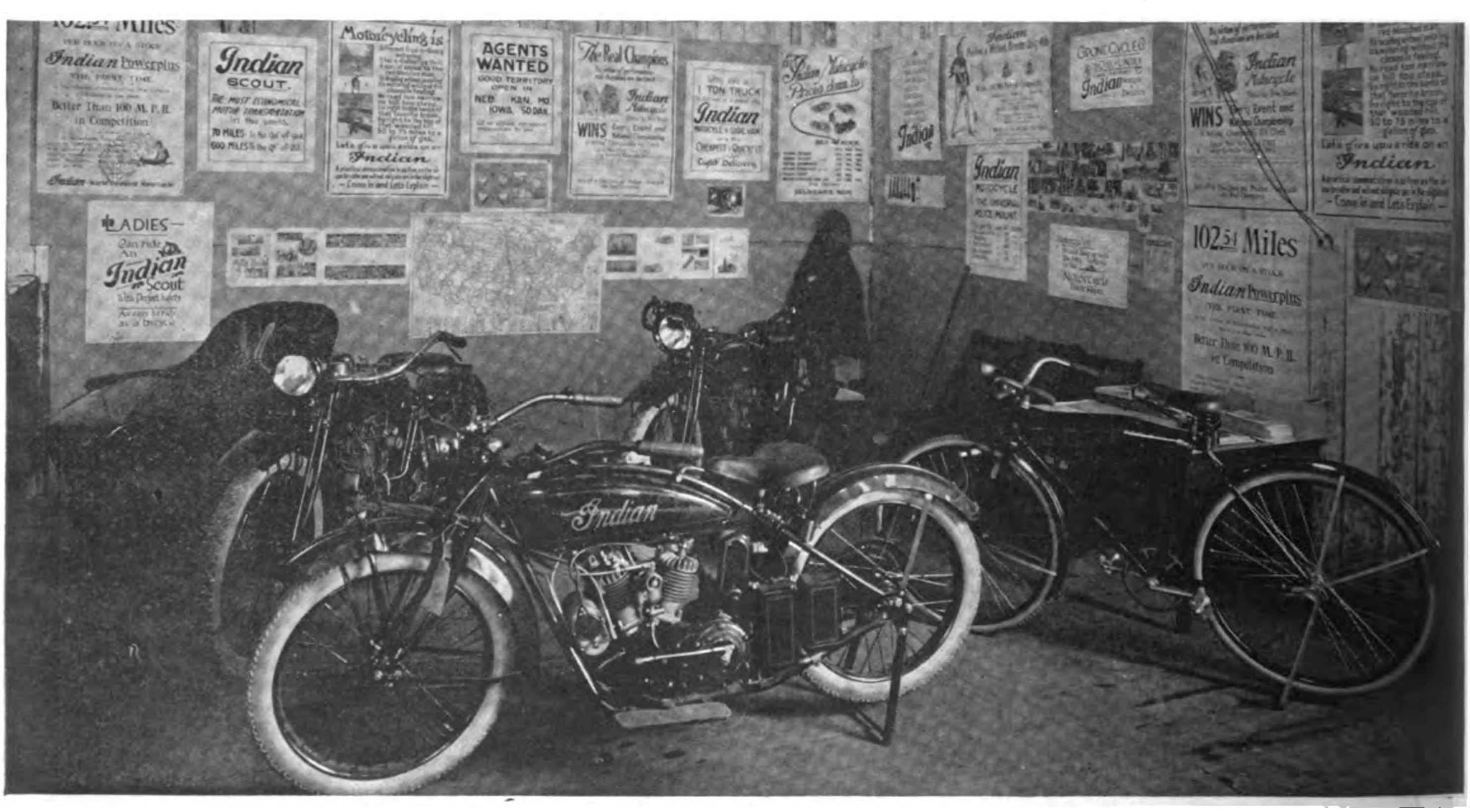
Three-Mile Sidecar, Professional—Won by Harold Welty, Harley-Davidson; second, Kid Spear, Harley-Davidson. Time, 3:37.

Five-Mile Solo, Professional—Won by Gene Walker, Indian; second, Ralph Hepburn, Indian; third, Don Marks, Indian. Time, 5:14.

Ten-Mile Solo, Professional—Won by Gene Walker, Indian; second, Don Marks, Indian; third, Ralph Hepburn, Indian. Time, 10:47.

Five-Mile Solo Consolation, Professional—Won by Ed Young; second, Jack Pechar. Time, 7:06 4-5.

Five-Mile Solo, Amateur—Won by George Edwards, Harley-Davidson; second, Charles Bush, Reading Standard; third; Louis Scheinblum, Indian. Time, 6:11.



The above photo shows the Indian exhibit at the Nebraska State Fair, as reported below by Ray Garner.

VISITORS at the Nebraska State Fair were greatly surprised to find a real honest to goodness motorcycle exhibit this year. The Indian exhibit was more than busy all during the week for the boys from the farms are more interested in motorcycles than ever. High prices are no more. Crops are good in Nebraska this year and now that they know they can buy motorcycles there will be a pick up in the motorcycle business out this way.

The dealers are greatly to blame for the fact that there are not more motorcycles out this way, for I found out by talking to the boys from the farms that they would have liked to have bought machines at different times, only they hated to send clear to Chicago for them. I also found that any number of them had machines laid up because they did not know where to buy parts. There is only one answer to this and that is "the dealer is not advertising." To get business we must advertise.

The interest is out here and it only remains for the live wire dealer to get busy with his demonstrator and get out thro his county and scare up the business. The old riders were greatly surprised to find the wonderful strides that have been made in motorcycle construction.

The dealer who misses out by not exhibiting at his County Fair is missing a good bet. Be a live wire and get busy at these fairs. It will pay more than you think.

Ace Salesmen Hold Conference

Compare Notes at the Factory and Report That Business All Over the Country Is Up and Coming

THE past week at the Ace factory was made notable by a four-day conference of the sales force. Traveling representatives covering all territory east of the Mississippi were called in to compare notes, exchange information and learn the latest news from headquarters.

No more eloquent proof of good times in the industry could be had than the spirit of buoyant optimism that saturated the gathering. These men who had been out on the road, plugging for month after month, have seen the fog of depression dissolve and blow away as prices settled to a permanent basis and industrial conditions improved so as to restore public confidence and bring a return of the buying mood.

The long period of hopeful waiting and uphill pulling had finally terminated in the blossoming of real business, with good contracts closed in gratifying numbers and orders flowing in rapidly from dealers.

"We sure have shaken all of the boll weevil out of the motorcycle sales down in Dixie," reported Dayton Shearin, who travels the South. "Riders are making money again so that they can afford to buy, and more of them are coming around to the four-cylinder idea every day. The South depends greatly on cotton, and this year is unusually favorable because the crop is not only heavy but prices are very good, so the cotton growers are going to have plenty of money to spend."

Ernest Hughes, who travels Indiana, Michigan and Ohio, stated that the morale of motorcycle dealers is better than at any time for several years.

"The motorcycle merchant knows that he is a real factor in the situation again," he explained. "During the war boom he wasn't really important because motorcycles fairly sold themselves whether the dealer had ability or not. During last year's depression sales couldn't be made even by excessive work and high-class methods—large sales, I mean—so the dealer still didn't cut much ice. But now that prices are right and national prosperity is returning, the live dealer has a chance to do himself justice. Consequently the hustlers are signing up for machines that will meet the most critical standards of particular buyers, and are doing business with a vim that shows their judgment to be well founded."

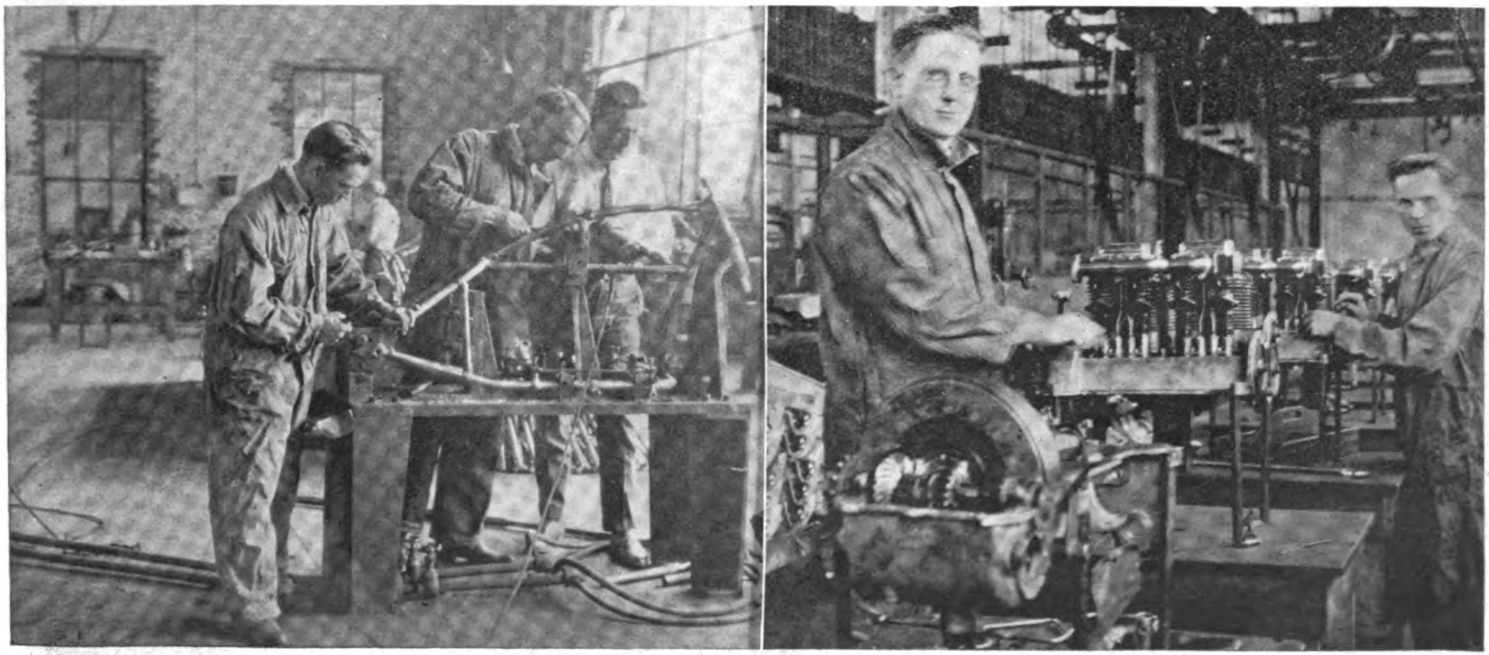
In New York State, E. W. Fish has found it effective to use the riders to wake up dealers who are not alert to new opportunities. Fish has gained excellent results this season in developing new business in his territory, and explains it this way:

"You can't reason directly with some dealers—they will insist that business is impossible and won't listen to any suggestions or information that you may try to give them. It's no use to argue in such cases and I don't try to do business with such a man after he has shown his state of mind; I give my attention to the riders in that town. I go out with the motorcycle club on runs, drive my Ace sidecar outfit on their Sunday trips, take several of them on demonstration rides, let them see how the machine runs after the 4,000-odd miles I've driven it since I took it from the factory last spring.

"Those riders haven't had the right sort of attention from the dealer and have grown apathetic, but this sort of work revives their interest. They get to thinking about the fun they could have with a new machine, and pretty soon they just can't be happy unless they have a new four-cylinder to ride this season. And naturally they go to the dealer to see what can be done about it. As a general thing it doesn't take a great many such customers to make the dealer see the light, and he calls me around to fix up that Ace contract that he hadn't been ready to take on when I first saw him.

"Some unusually good dealers have been added to the Ace organization in New York State this summer. J. Charles Ferris of Albany has a store and repair shop that is one of the best-equipped in the country, and follows a policy of square dealing and

(Continued on page 20)



Ace salesmen getting factory experience. At the left, putting a frame in the jib preparatory to brazing; right, Ernest Hughes and Dayton Shearin building motors

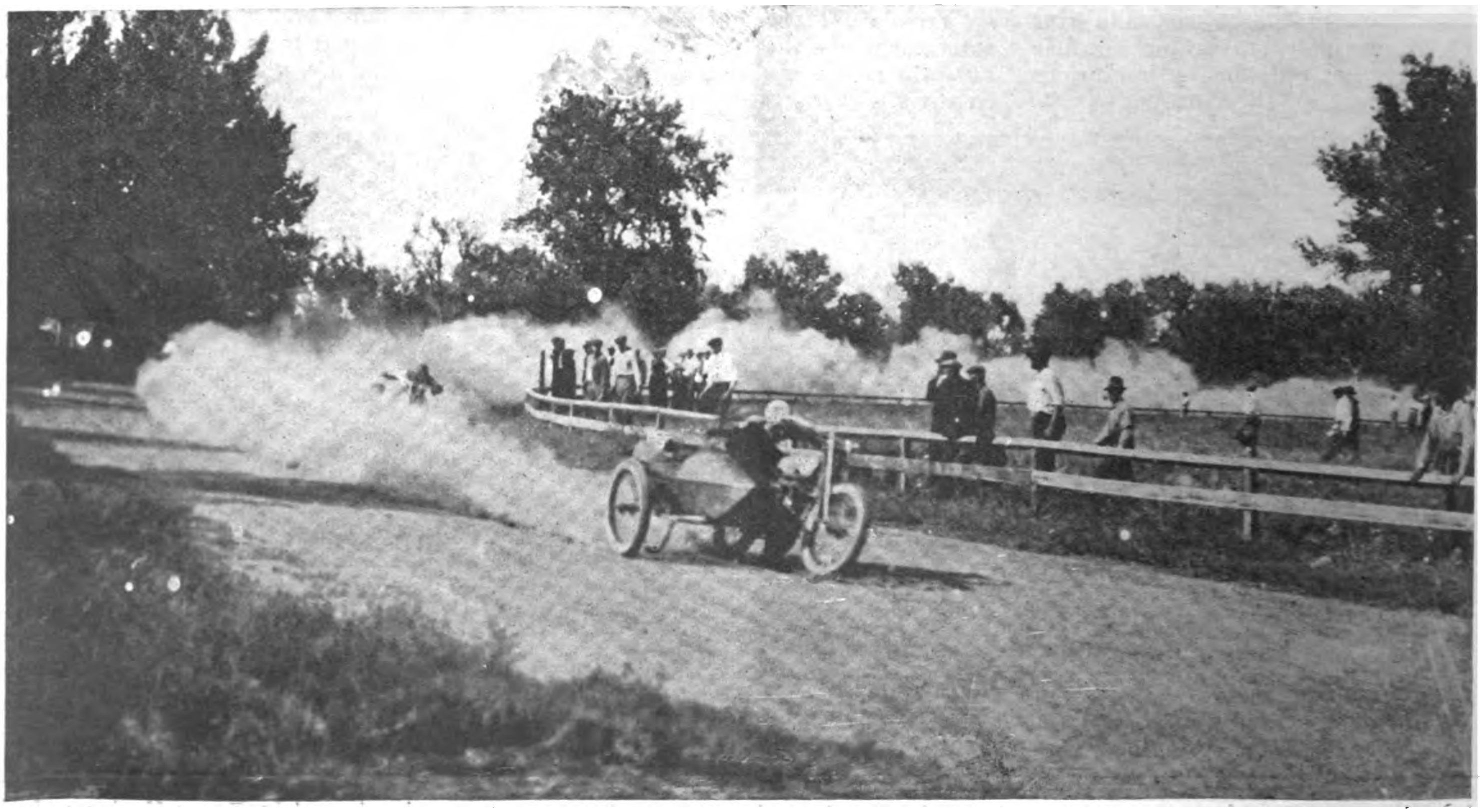
Northern Colorado Has Three Days *of* Racing

By H. B. Rose

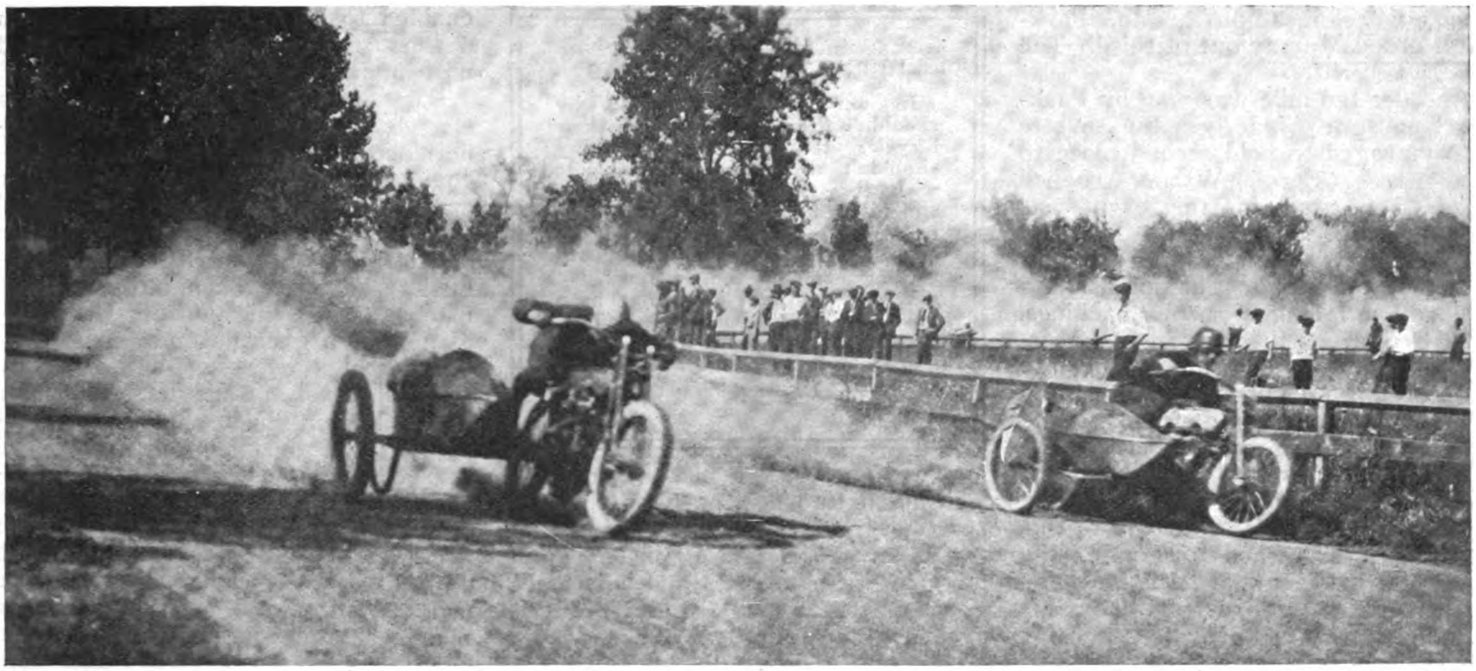
A REVIVAL of motorcycle racing was staged in the racing circuit of northern Colorado over the Labor Day holiday when races were held at Loveland, Greeley and Denver. The enthusisam displayed was every bit as great as formerly and the riders displayed an unusual amount of daring and pep. Time made was not quite as fast as formerly, however.

It appeared at the start of the Loveland races, which were held on August 31, that Orrie Dunham was going to come home with a lion's share of the bacon as he had a wide edge on the entire field in the first event, a five-mile solo. He rode a Harley-Davidson four valve. Johnnie Krieger on an Indian, knocked off second place and "Red" Parkhurst got an easy third, also on an Indian. In the next event, a three-mile solo, Dunham blew the head off his meteoric pet which put him out of the running for the day and Johnnie Krieger copped the three mile, another five mile and an eight mile with soup to spare. In the three and the five mile Jim Davis on a Harley-Davidson registered second with Hugh Murray, Indian, in third place. In the eight mile Hugh jockeyed his squaw into second money and Ray Weishaar grabbed off third. Nothing startling is shown on the sheet so far as time is concerned in any of these events. The first five mile being the fastest in 5:40, the other five mile was turned in 5:52; the three mile in 3:30 and the eight mile in 5:29.1.

Two five-mile sidecar goes featured the card and you can take it from the radio that any sidecar race you see in Loveland, Colo., is going to be a thriller. In the first of these two races Frank Kunce broke a chain on his Harley-Davidson and dropped out of a two-foot lead in the second lap. It had been a race for blood up to this point between him and his six-foot brother-in-law, Lester Foote, also Harley-Davidson. When Frank dropped out Lee fell heir to first money but Ben Peak on an old crock he had knocked together out of Harley-Davidson parts made him race for it and got second money. "Spec" Warner, the Kansas Cyclone, got third money riding an Indian. The time was 6:28. In the other sidecar event Frank Kunce took the lead on the start and kept it most of the way with Foote making it darned uncomfortable every inch of the way. It looked to the spectators, who were standing on their toes and yelling their heads off, that the pot would surely fall to one of the two, although Johnnie Krieger and his Indian were just a nose behind all the way. Then as the trio swung into the last turn and the two Harleys, running so close together that it looked as though one was towing the other, Kunce swung out well from the pole and this gave the plucky Johnnie the chance he wanted and he nosed the red-skin between them and the pole. Think it wasn't a race? Guess again. It was a heart stopper. The Harley-Davidson boys by this time saw their mistake in taking the turn so wide and letting the Indian through on the pole side but it was too late and they made a desperate ride for it. If the tape had been fifty feet farther away they might have made it, but Johnnie was going good and knocked off first



Kunce leading the five-mile race at Greeley.



Getting down to business in the six-mile at Greeley.

money with a yard to the good. Kunce got second and Foote third. The time was 6:27.

It looks very much as though somebody up at the M. and A. T. A. headquarters had pulled a boner for fair in the granting the sanctions for the other two races. Both the Greely and the Denver meets were held on Labor Day. These two towns are only fifty-six miles apart and by all means one of the events should have been postponed a day or two. One of the surest ways in the world to knock the M. and A. T. A. for a row of pewter loving cups, as far as Colorado membership is concerned, is to pull stuff like that. Things are in bad enough shape here at the present time without the aid of an outside organization to gum up the parade. The results were that at the Denver meet, which was promoted by one dealer, there was nothing but Indians with the exception of a Harley-Davidson in a sidecar race and at the Greely meet, which was sponsored by another distributor, there was a flock of Harley-Davidsons and but one lone Indian to uphold the integrity of his tribe. How well the Harley-Davidson maintained the record and name of his brothers when running alone and among strangers and with what fortitude the Indian fought alone on a strange battlefield has been told in the telegraphic reports and more in detail follows, but it looked very bad to the spectators in both places that the competition was not more evenly divided. Very bad.

Just as the Greely races were about to start an officer came with a replevin for the lone Indian. It seems that Walt Higley had contracted for the machine until October 1 and had gone to considerable expense to get it in shape for racing. Then the party from whom he had gotten it sold it and this party decided he wanted it just as the race was starting. But he didn't get it and after considerable bickering and loss of time it was fixed so that the machine stayed at Greely and entered the race. Walt rode it. In the time trials he got second place in 1:13 and was beaten by Jim Davis, Harley-Davidson, in 1:09. Ray Weishaar got third with 1:13:1.

Walt Got Going

And Walt and his Indian, good ol' square shootin' Walt Higley and his little lone warrior, got first in the three-mile open. Jim Davis started out to get this event and was going good with Higley right on his rear wheel when he went in with a stuck valve in the second lap. Orris Dunham also had some sort of trouble and stopped shooting soon after. Then Higley was in the lead and Ray Weishaar lost a lap for some reason and Walt just thought it was going to be a little parade when his motor stopped just as Ray got started but before Ray got clear around to him he had shoved off again and was going strong. The results are easy to say: Higley, first; Weishaar second. Time, 5:58.

In the five-mile solo Walt fell when he was doing fine in the sixth lap. He was badly bruised and didn't get back in the race. Dunham went out in the eighth lap with motor trouble and Davis and Weishaar got first and second. The time was 6:09:1.

A four-mile amateur event furnished a lot of fun. It was run with sidecars. E. B. Oliver, Harley-Davidson, got first. Mike Pagano, Harley-Davidson, second, and Anderson, on a Harley, third. No time was announced.

There were two sidecar races. In the five mile, the three first places went to Kunce, Foote and Peak, all on Harley-Davidsons. The race most of the way was between the first two but Jim Sasso, Harley-Davidson dealer of Pueblo, gave them a good run for front place in the first two laps. Later his motor slowed on account of too much oil and Peak nosed him out of third place. Time for this event was 6:53. In the six mile Foote nosed out with Kunce a close second. They made a good race of it and Sasso found a new bunch of soup and made it mighty interesting clear to the last but fell back into third place before the finish. The race was finished in a downpour of rain which put the kibosh on the remaining event, a ten-mile solo. Time for the six-mile sidecar was 14:40

One of the largest crowds that ever witnessed a racing event in the entire West saw the races on the Overland Park mile dirt track. This crowd was estimated at between fifty and seventy-five thousand and they displayed unusual enthusiasm. Riders in solo events used four valves, single cylinder machines. Considering this the time marked up is unusually good.

All entries in solo events were Indians. Hugh Murray won the time trial in 54:4. O. C. Lovette got second place with 55 seconds flat and Johnnie Krieger got third with 55:4.

The first competitive event, a five-mile solo, was annexed by Lovette who was given a run for his money by Hugh Murray and Johnnie Krieger, who finished second and third, respectively. Time. 4:41.

In a ten-mile solo Krieger reversed the order a little and by good head work and hard riding flew into first place near the end of the race and finished a wheel ahead of Lovette. Parkhurst nosed Murray out of third. The time was 9:10:4.

Another ten mile was won by Parkhurst in spite of a flyer by Lovette who managed to hold second place to the tape. "Spec" Warner copped third. The time for this event was 9:25:4.

The feature event of the day was the Rocky Mountain Championship, a twenty-five mile go for solo machines. Jack Green won it hands down. Murray gave him competition all the way and developed a miss that slowed him some toward the close of the go and was forced back into third place, while Warner, quick to see the advantage, hopped onto second money. Jack Green was as popular a winner of this classic as ever turned a wheel on the track and the fact that he is Denver's own didn't seem to detract from his popularity with the crowd. Time for the event was marked up at 25:22:2.

Jack also registered when he piloted an antiquated Harley-Davidson sidecar wreck to victory in the five-mile sidecar event. His winning in this event can be attributed to nothing but a good head and an almost uncanny knowledge of the qualities of the machine which he rode. The manner in which he fell into pace behind other machines, wormed out of pockets and at last came out in a burst of speed and slammed the Harley, the only one entered in any event on the program to victory got a roar of applause from the stands. Krieger got second with his Indian and "Spec" Warner drew third. The time was 6:3:1.

Green came near repeating in the ten-mile sidecar event but in the last frame Krieger uncorked unlooked for soup and when the finish line was neared Green could not overcome the former's lead and Krieger beat him to the wire. However, Green got second. "Spec" Warner again fell heir to third place. The time for the ten-mile was 10:10:2. Jack Green a few years ago was one of the most likeable as well as the most spectacular of Colorado dirt track riders. He is a boy that can take care of himself in any company if given the soup and it is to be hoped that his entry again into this event will mean that we shall see more of him on the dirt.

HERE'S A COUPLE IDEAS

In our suburban towns why shouldn't the commuters ride their bicycles to the trains? Why shouldn't arrangements be made with the railroad companies by which station agents would care for bikes during the day so the commuter could use his bicycle returning home in the evening?

Why has the bicycle not been advertised as a delightful medium for reducing fat? It would be far more pleasant to ride a bike than to walk.

ALL SALESMEN HOLD CONFERENCE

(Continued from Page 17)

good service that makes his place wonderfully popular. Mike Cosentino of Seneca Falls has built up a thriving business from a start of nothing at all a few years ago, and is going to make a new record for himself this year. Pat Cloran and the Yorkville Motorcycle Company are scoring a strong success in New York City. George L. Miner of Rochester is selling Aces in the Rally City. And a number of other dealers in other cities are enjoying more business and more profitable sales than they had imagined possible only a few months ago."

R. S. Woods has been ranging New Jersey and Pennsylvania to good purpose, and has a record of business closed that harmonizes well with the showing made elsewhere. Woods is a veteran of motorcycling who is thoroughly familiar with the varied problems that arise in the trade, and is thus enabled to be of practical help when dealers find themselves confronted with puzzling situations.

Part of their stay in Philadelphia was devoted to getting practical experience in the factory, so as to become thoroughly acquainted with the processes used in manufacturing and assembling, and to learn all about the latest refinements and detail improvements that have been built into the machine. For this purpose the salesmen put on overalls and temporarily become motor assemblers, testers, frame brazers, inspectors, enamelers, etc., taking a short trial in each department of the plant until they had grasped the essentials of the operation.

Then each man headed for his own particular territory again, filled with an even stronger cheerfulness than he had carried to the conference as the result of the encouraging news he had heard from other districts, and with enthusiasm bubbling still more actively with regard to the latest mechanical perfections and structural details that he had learned about while in the plant. The conference was voted a successful and constructive gathering that proved profitable for all concerned, and should have marked influence in accelerating the increase of motorcycle sales for the 1923 season.

J. J. Hook of Parsons, Kansas, uses a canoe for a sidecar body and then he goes out and hooks a lot of fish.

SANCTIONS ISSUED

RACE MEETS

Sept. 14 and 15—Weld Co. Fair Association, Greeley, Colo. Sanction No. 749.

Sept. 15—H. P. Murphy, Mount Holly, N. J. Sanction 716.

Sept. 16—H. P. Murphy for New York State Fair, Syracuse, N. Y. (Including 5 and 25 mi. 61-in. Solo; 10 mi. 61-in. Sidecar). National Champ. Sanction 714.

Sept. 17—Mid-West Racing Association, Miami, Ohio. Sanction No. 727.

Sept. 17—Waukegan Motorcycle Club, Woodstock, Ill. Sanction No. 752.

Sept. 24—Ft. Wayne Motorcycle Club, Ft. Wayne, Ind. Sanction No. 753.

Sept. 26 to 29—Fresno District Fair, Fresno, Cal. Sanction No. 750.

HILL CLIMB

Sept. 24—Lancaster Motorcycle Club, Lancaster, Pa. Sanction No. 733.

ENDURANCE RUNS

Oct. 7-8—Maryland Motorcycle Club, Baltimore, Md. Baltimore to Pittsburgh, Pa., and return. Sanction No. 742.

Oct. 1—New Jersey Motorcycle Club, Newark, N. J. No route given. Sanction No. 746.

Oct. 7 and 8—Wallace Stuart, Toledo, Ohio. (Route: Toledo to Akron, Canton, Loudonville and return to Toledo.) Sanction No. 754.

SECTIONAL HILL CLIMB

Sept. 23—Lee H. Guile, Westfield, Pa. Sanction No. 736.

YANKEE MACHINES WINNERS

American motorcycles captured everything in the 1,000 cubic centimeter class at Milan, Italy, September 8, the winner, Ruggerio, Contarini, Faraglia and Winckler, coming in the order named, riding Harley-Davidsons. Rava, the other contestant to finish, rode an Indian. The winner averaged 65 miles per hour. He took the lead at the start and never lost it.

With *the* Trade

A. W. ROBBINS WITH BEARING CO. OF AMERICA

Detroit, Mich.—A. W. Robbins, who for the past few years has been identified with the ball bearing industry because of his connections with the Standard Roller Bearing Co., and the Bearings Service Co., is now associated with the Bearings Company of America, and will travel from the Detroit offices located in the Ford Building.

NEW HARLEY-DAVIDSON CATALOGUE

Milwaukee, Wis.—The 1923 Harley-Davidson catalogue is just off the press. Folded in the form of a railroad time table it is easily carried in the pocket, a convenience that will be appreciated by the riders and prospective riders. The catalogue is calculated to appeal to the layman. Detailed mechanical description is kept to a minimum, and what there is is free from technical language. The illustrations carry an open air appeal. Even the color scheme, a spring green, helps in the pull to the great outdoors via the motorcycle route.

C. OF C. ISSUES HANDBOOK

Washington, D. C. — An exceptionally usable Foreign Commerce Handbook has just been issued by the Foreign Commerce Department of the Chamber of Commerce of the United States.

Within the space of 31 pages this publication condenses a mine of information as to the sources of service in foreign trade. Its alphabetical arrangement makes it a handy reference work for the busy exporter or importer. The book contains also a list of the topics of national importance that are engaging the attention of the National Chamber's Foreign Commerce Department Committee under the chairmanship of Willis H. Booth of New York. As the first publication of its kind the handbook meets a distinct need in foreign trade circles.

J. ALLAN SMITH ON COAST

Los Angeles, Cal.—President J. Allan Smith of the Ner-a-car Company, spent last week here becoming acquainted with the local trade. Although applications were received from local agencies no dealers were appointed. It was significant that a crowd of the general public gathered wherever the machine was shown, it instantly being recognized as something new in two-wheelers. Mr. Smith took a trip down San Diego way, stopping at towns en route, and the interest shown was equally keen. King G. Gillette, son of the famous safety razor magnate, is riding a Neracar daily and two other machines are in use in the family. Representatives of the General Electric and Westinghouse companies with which Mr. Smith formerly was associated in the East, predicted that it had a big field of usage by large corporations.

McGAVIN IS R-S RECEIVER

Reading, Pa.—Arthur E. McGavin, president and general manager of the Reading Standard Company, has been appointed permanent receiver for the company. Appraisers were named to estimate the value of the plant and stock. Mr. McGavin's bond is $50,000. The receivership is the outcome of proceedings brought by the American Hardware Company, a Connecticut corporation, in the Reading courts. The Connecticut company is a creditor to the extent of $27,669.24. The company is also a stockholder, owning 126 shares of preferred stock. The company's counsel filed a statement in court, admitting the allegations of insolvency. The liabilities are given as $694,240 and the assets as $291,743. The plant is to be operated, as it has large stocks of materials on hand, worth large amounts if worked up into motorcycles, but very much less if thrown on the market as materials. The company's capital stock is $300.000, $200,000 preferred and $100,000 common. Only $184,300 par value of the preferred stock has been issued.

"SKIP" KRUGER BATS 1,000% IN VIRGINIA

Syracuse, N. Y.—"Skip" Kruger, eastern travelling representative for the Neracar Corp., has sent in contracts and orders from every town he visited in the state of Virginia. "Skip" knows motorcycles and motorcycle dealers know "Skip," so the combination seems to be irresistible. Although "Skip" received his training in Philadelphia with the Broadway Cycle Company, he has proven that Philadelphia is not as slow as some people would believe. When he left the Rochester Rally, he stopped at Syracuse on his way east long enough to report that he was going to get one dealer out of every two towns that he would make—and has he made good? The following dealers in Virginia have signed Neracar contracts and ordered machines: Clarence Webb, Roanoke; O. E. Smith, Staunton; G. H. Tompkins, Richmond; O'Neill, Barry Co., Norfolk; Wallace Novelty Co., Petersburg; Suttle Cycle Co., Newport News.

NEW GOODRICH HEADQUARTERS

Los Angeles—Selecting Los Angeles as the logical distributing center for territory extending from Tehachapi to Texas, the B. F. Goodrich Rubber Company has announced the establishment here of district headquarters. Supervision is vested in F. R. Carroll, who has been in charge here as branch manager. Carroll will have under his management the activities of the Goodrich Company and the Diamond Rubber Company in the Los Angeles' district and will also continue to direct the company's business in the Far East, particularly the Yokohama Rubber Manufacturing Company, the Goodrich Japanese factory. The Los Angeles' district headquarters is one of 13 maintained by Goodrich in the chief distributing centers of the country.

George "Usco" Ellis, who has recently joined the Harley-Davidson road staff, all dolled up in his traveling togs.

CHILD FINDS AN OLD FRIEND

New York—George E. Wood, of the Harley-Davidson Sales Company, vouches for the following remarkable coincidence which occurred to A. R. Child, the H-D traveller for the Metropolitan district. Mr. Wood and Mr. Child walked into a garage and over in a corner stood an old 1915 H-D machine. Child casually glanced at the motor number on the crank case and straightened up with an exclamation. It was the very first machine he ever owned and he had bought it from Wood back in March, 1915 and traded it in about February, 1916, for a new model. Inasmuch as the trade-in allowance was $185 at that time, and the present owner wants $110 for the machine today, it affords an elegant example of the trifling depreciation and wonderful wearing qualities of the modern three-speed motorcycle.

WALKER IS HUSTLING

EDITOR Motorcycle and Bicycle Illustrated: We were very much interested in an article published in a recent issue of your magazine, stating that the Boston agency for the Harley-Davidson was placed recently with the G. L. Clift Company, the same article giving the impression that the writer was devoting the majority of his time to the motor truck business instead of the motorcycle business. For the benefit of my many friends who were no doubt suprised to read this, I wish to say that we are deeper and more active in the motorcycle business today than we have been for a good many years, owing to the fact that we are now distributors, representing a leading machine in all the New England States, and are at present active in establishing agencies.

It gives the writer great pleasure to be able to say that most of the large dealers in New England today started handling Harley-Davidson motorcycles on my recommendation, and that most of them were working in mills and other lines of work of a similar nature. It was due largely to the efforts of the writer, through a great deal of real co-operation and assistance, that practically all of these dealers made good.

The writer is taking a very active part in putting this proposition over and is traveling the New England states personally, establishing dealers. The same policies as in former years are being adhered to; that is, taking and starting young men in the motorcycle business who have never had the chance, but who have ability and the ambition to get ahead.

The writer feels that there are more opportunities in the motorcycle business today than there ever was, all that they need being development, and it does seem a crime the way that the business has been neglected owing to the narrow policies adopted by some of the larger motorcycle factories.

In justice to myself I have taken the liberty of expressing myself as above and hope to be favored by seeing the same published in your valued publication, and in closing wish to impress the fact that I am today deeper and more active in the motorcycle business than ever, and what is more, am in it to stay.

Of course you know that we are now handling the ACE.

Thanking you for your many favors of the past, we are

Very truly yours,
W. J. WALKER, President.

Among *the* Dealers

SMITH SELLS TO POLICE

Sandusky, Ohio—Geo. L. Smith, Harley-Davidson dealer, has sold a new machine to Sandusky police department, also to the Cedar Point, Ohio, department.

RODE 'EM IN FRANCE

Catskill N. Y.—Mike Bimorelli and Tony Deperna have taken the agency for the Harley-Davidson in Green County, N. Y. Both are war veterans and rode 'em in France. Now they are selling them in the good old U. S. A.

MEYERS LANDS TWO

Cleveland, Ohio—Mr. Herbert Meyers, of the Lister Motorcycle Co., Harley-Davidson dealers in Cleveland, has reported that he has just sold the Painesville, Ohio, police department and Avon Lake, Ohio, police department each a new machine.

NEW AGENT AT BAY SHORE

Brooklyn, N. Y.—The Roch-Ruble Company, Harley-Davidson distributors for Long Island, announce with pleasure the appointment of the Nippes Cycle Shop of Bay Shore as their authorized sub-dealers for that section of Long Island. Mr. Nippes has ordered out a demonstrator and is out to make it pay for itself.

HE STARTED EARLY

Mechanicsville, N. Y.—Edgar A. Bhunelle has signed on the dotted line and agreed to take care of Harley-Davidson Sales and Service in Mechanicsville and neighborhood for the 1923 season. Edgar's dad for many years represented the wigwam in Troy, New York, and Edgar states he cut his teeth on an old handle-bar grip.

FROM ILLINOIS TO FILMVILLE

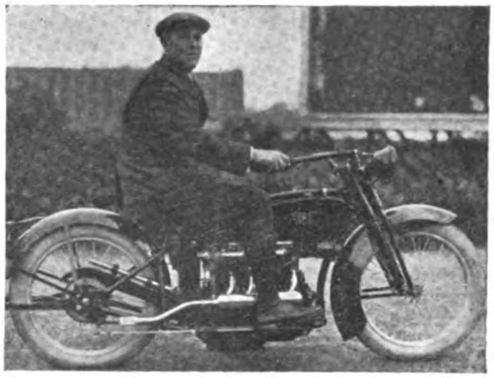
Hollywood, Cal.—Philander W. Barclay, formerly of Oak Park, Ill., has opened a bicycle shop at 1511 Sierra Bonita Avenue. Barclay conducted a cyclery in Oak Park for 15 years before locating here. His decision to locate here permanently was supplemented by his observation of the possibilities of all-year use of the bicycle

FLINT, MICH., FAVORS MOTORCYCLES

Flint, Mich.—The Flint police department have just bought five new Harley-Davidson motorcycles from Benedict & Chalker. It was first decided to buy automobiles, as this being a big auto industry town, but the council decided that the motorcycle was more enonomical than the automobile and would be more profitable to the city. Ann Arbor, Michigan, has also purchased a new Harley-Davidson for police work.

RENTING 'EM IN ALASKA

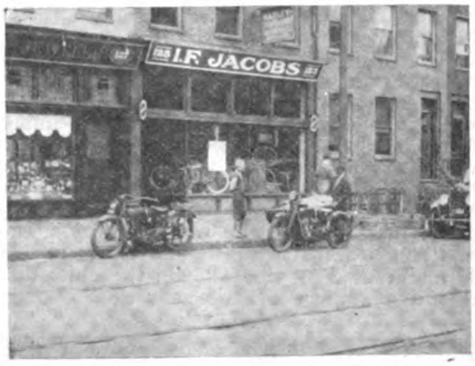
Seattle, Wash.—Early this Spring tne Mercer Cycle Co. sent the Parrish Cycle Company of Anchorage, Alaska, a Scout and side car for trial. A few days ago Mr. Parrish called in at the Seattle store of the Mercer Cycle Co., with a very interesting story about the first motorcycle received in or about Anchorage. As soon as the Scout was received it immediately attracted a lot of excitement. Every one wanted to ride it and therefore Mr. Parrish decided to rent it for the summer. He claims he received an amount in excess of $300 in rentals during the summer and then sold the machine for $300 cash. Mr. Parrish says that he looks for a brisk trade in this practically virgin field.



W. J. Walker, Ace Dealer at Boston, Mass.

STRAIGHT TALK FROM ACROSS THE SEA

THE annual report of the Indian Cycle Traders' Association of Calcutta, India, issued by Secretary P. C. Mallik, contains a paragraph which indicates that human nature is pretty much the same all over the world. The troubles of the officers who are trying to build up the dealers' association in India are about the same as those encountered by the officers of our own National Cycle Dealers' Association. Here is what Secretary Mallik has to say:



Ivan Jacobs, at Your Service at Trenton, New Jersey

"The Committee are constrained to indulge in a straight talk at the close. It is deplorable that a number of associates did not renew their certificates last year. They took undue advantage of the relaxation of some rules due to the prevailing abnormal conditions and did not come forward to rejoin the Association. The utility of an Association like this must be brought home to them. Ignorance and apathy of the general run of dealers must be dispelled by constant inculcation of the aims, ideals and principles of this Association. Not a single member or associate, not even any trader outside the pale of this Association would ever deny the utility of this Association. Everybody would very much like to see it go on. But there are few amongst us who would put their hands to the plough, most of us are for reaping the harvest but few for doing the spade work. Each one of us must be made to realize that to make the Association a useful body 'concerted action is the one thing needful.' Active and sincere co-operation will carry us to the desired goal, a happy-go-lucky way will never improve matters. Let each and every member join his hand in the work of building up the Association to the desired shape and may God give him the will and the strength to do it."

NEW DEALER IN GLOVERSVILLE

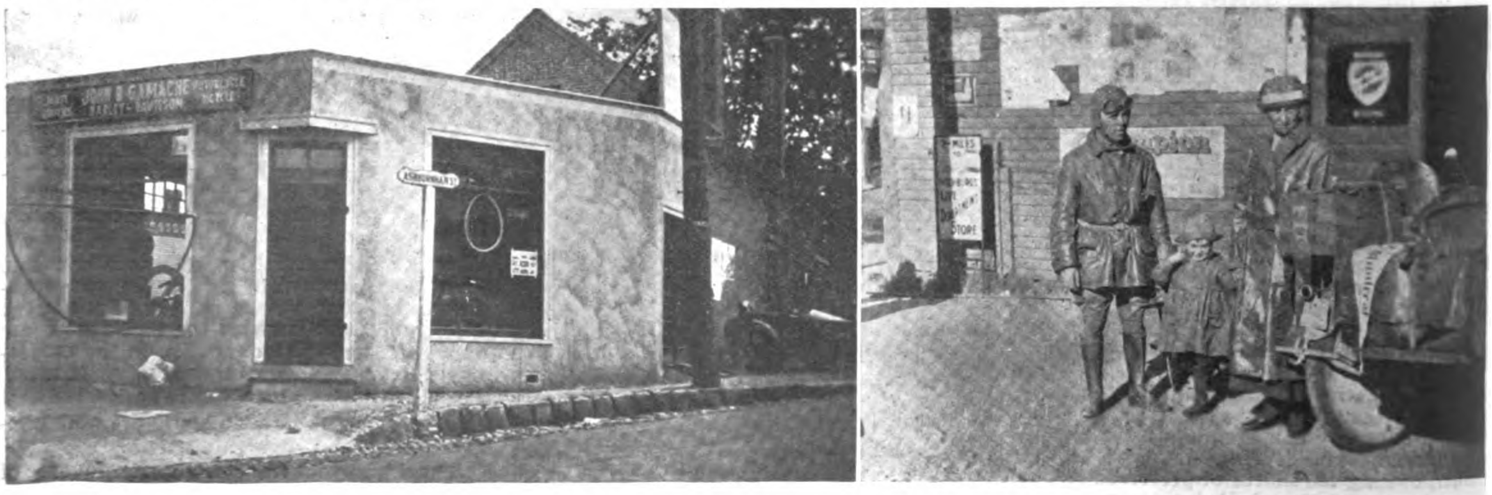
Gloversville, New York—Fulton County motorcyclists are to be congratulated in that the Alpha Motorcycle Company has taken over the representation of Harley-Davidson motorcycles in the city of Gloversville and the surrounding territory. The proprietor of the company is Alpha Fredericks, who is a lifelong resident of the Glove city, and who for the past ten years has serviced the machines he has now elected to sell.

A MACHINE A DAY

Atlanta, Ga.—Big Chief Windsor, of the Indian Sales Co., of Atlanta, during the week of August 26, sold each day a machine. He looks forward to duplicating this feat during the current week. Newspaper advertising featuring price reduction, working his mailing list, enlisting the cooperation of his present riders in securing the names of young men who should be interested, and calling on each inquiry or prospect referred to him by an old rider in person, are the methods used.

HOLDEN A BUSY BEE

Boston, Mass.—George N. Holden, the old war horse of Boston, a veteran of many seasons in the motorcycle industry, is setting a pace that is going to take some tall hustling on the part of some of the younger blood in the Indian organization to follow. Up to August 28th he had received forty orders for 1923 models, most of which are for immediate delivery and the remainder to be delivered in a few weeks. George has set his mark for 50 machines in September.



John B. Gamache, of Fitchburg, Mass., has been progressing. At the left is his new store. At the right the old one. He says his new show windows have already increased his business.

What Motorcycle Clubs *and* Riders Are Doing

JACK RABBIT CHASE

Santa Barbara, Cal.—Something out of the ordinary was Jim Slaybaugh's motorcycle jack rabbit chase at the Casysundria ranch, Sunday, September 10.

ENDURANCE RUN FOR TOLEDO.

Toledo, O.—Blauvelt and Stuart, the local motocycle dealers, will hold an endurance run on Saturday and Sunday, October 7-8. The run will be under the sanction of the M. & A. T. A., and the prize list will be a good one.

COLLEGE BOYS VISIT HENDEE

Springfield, Mass.—Stuart Buchanan and Cyril Sheppell, college boys from Lima, Ohia, arrived here last week in their Chief and Princess sidecar. They covered 885 miles, but were none the worse for the trip and ready to keep on some more, for they wished to see Boston before going back to classes. Mr. Buchanan, owner of the Chief and Princess is a freshman at Ann Arbor and intends to show what a motorcycle can do at college. Mr. Sheppell is a sophomore at Northern Conference University.

COAST CLUBS ACTIVE

San Francisco, Cal.—Members of the San Francisco Motorcycle Club have organized a second motorcycle polo team. They found it hard to induce other aggregations to meet them, so they expect to have some lively inter-club games. The Golden Gate Motorcycle Club held a banquet on August 26th at a well-known Italian cafe in San Francisco. Guests of honor were the members of the Signal Corps, National Guard, California, who had aided the club at its hill climb and the members of the San Mateo Motorcycle Club.

RACE ON MUDDY TRACK

Washington, D. C.—About 7,000 spectators attended the motorcycle races given by Vincent B. Costello post, American Legion, on the Arlington race track Labor Day. Bicycle races were canceled because of the bad condition of the track. During the third race Freddy Fretwell crashed into the fence. He was removed to Emergency hospital and later taken home, where it was stated late last night that his condition was not serious. M. Rolley was thrown from his machine in another accident, but later mounted it and continued to ride. The rain Sunday morning did a lot of damage to the track. On one side there was 18 inches of water. Workmen had dug a ditch to drain it off, but it had run back and it became necessary to dig another deeper ditch.

WESTCHESTER CLUB PICNIC

Mamaroneck, N. Y.—The annual picnic and field day of the Westchester County Motorcycle Club will be held Sept. 17, at Shepard's Field, West Boston Post Road, Mamaroneck, N. Y. If the weather man is unkind and sends rain on that date, it will be held on the following Sunday. A good time is promised for everyone. The committee has arranged games for the ladies as well as the men. so don't be bashful, girls, let's see what you can do. Accessories, etc., are offered as prizes to the winners of the various events. There is a prize offered to the club having the largest number of members in attendance, and a prize for the holder of the lucky number on the admission tickets. Refreshments will be on sale at the grounds, or if you prefer, bring your lunch with you. Come early, so as not to miss all the fun and bring your family with you.

RACES AT BYBERRY TRACK

Philadelphia, Pa.—The speed appetites of this section of the realm were treated to a juicy tidbit Friday afternoon, September 8, when motorcycle races were held in conjunction with the Philadelphia County Fair at the Byberry half-mile track.

Madwyn Jones, "Gene" Walker, Paul Anderson, Ralph Hepburn, Bill Minnick and other luminaries of renown were there to make the pace hot, and gave the spectators a thrill that will last many moons.

Maldwyn, of Ohio, and "Gene," of Atlanta, were the heavy winners, each taking two events, with Hepburn putting his front wheel over first in the fifth and final race of the program. Summaries:

One-Mile Time Trials—Won by "Gene" Walker, Indian; second, Johnny Seymour, Indian; third, Maldwyn Jones, Excelsior. Time, 1:03.77.

Five Miles, Open, 30.50—Won by Jones, Excelsior; second, Paul Anderson, Excelsior; third, "Gene" Walker, Indian. Time, 5:35.36.

Ten Miles, Open, 30.50—Won by Jones, Excelsior; second, Anderson, Excelsior; third, Wm. Minnick, Indian. Time, 11:56.55.

Five-Mile Open, 30.50—Won by Walker, Indian; second, Ralph Hepburn, Indian. Time, 5:45.93.

Five-Mile Miss-and-Out—Won by Hepburn, Indian; second, Walker, Indian; third Jones, Excelsior. Time, 5:46.30.

GOOD SPORT AT FRISCO

San Francisco, Cal.—The allied motorcycle clubs of Central California held a remarkable meet and Watermelon Feed at Sacramento over Labor Day. There were some 250 to 300 motorcycles assembled at the state capital and about 1,000 motorcycle fans, including dealers and riders, were present. Among them were T. C. Butler, Indian factory representative, and Verne Guthrie, Pacific Coast representative of the Harley-Davidson factory. Lots of ladies attended, and everything passed off without a hitch.

On Sunday the motorcycle visitors took in the Sacramento State Fair, one of the season's big annual events. For the first time in the history of the Fair there were special motorcycle exhibits the Indian display being in charge of H. Cameron, Jr., Indian dealer, Sacramento, and the Harley-Davidson display being under the management of Frank Merry. In the evening the motorcycle men had a swim at Joyland Park and afterward went in a body to a show. The next day was devoted to sports at McKinley Park, starting out with stunt riding by Henry Furey, Pat Speer and Mickey Calonico of San Francisco. Bucking motorcycles, jumping from one machine to another whilst riding, and other broncho busting feats gave pep to the riding. A polo motorcycle game between two sections of the Reno, Nev., Club aroused much interest because it was a close game well played. The Harley polo team were victors, 2 to 3, and in the afternoon the victorious team met the crack polo team of the San Francisco Motorcycle Club. The San Franciscans, after a hard-fought game, won, 2 to 0. J. Christie, captain.

The serious business of the day began with the watermelon eating contest. Gene Ewing, of San Francisco, held the previous two years' championship, but four others entered the lists against him for a speed record in consuming three slices, each the size of about half a huge and luscious melon. The competing four did nobly, but Ewing won by more than a slice thereby annexing the first cash prize. The other prize winners were "Dutch" Foest and Lee Hansack, also of San Francisco. After that everybody devoted the rest of the day to devouring as much watermelon as each could get away with and as the day was hot, the melon cool, and the visible supply unlimited, the consumption reached a grand total of two tons. It was good watermelon and not an accident marred the outing—not even a case of indigestion was reported.

INDIANS MOP UP AT POTTSTOWN.

Pottstown, Pa.—The championship motorcycle races, which were scheduled at Pottstown, Pa., Labor Day, and which were postponed after the third event due to rain, were run off Saturday, September 9. With the biggest prize list ever offered in the East, and with a large crowd, everything pointed to a big success. The weather looked threatening all day, but at 2 o'clock, when it was time to start, the sun was shining and everybody was happy. The first event, a five-mile professional, was won by Minnich of Wilmington, Del., on an Indian. The time was 4:23 3-5. Second went to Rogers, Uniontown, on a Harley-Davidson, and third to Olds, of Gary, Ind., on a Harley-Davidson.

A ten-mile local pro. brought out some new talent, and Minnich won in 8:45. Morrison of Philadelphia, and Mitzel, York, were second and third. All were on Indians. A ten-mile amateur brought out a good field and they made things interesting. Unger, Reading, Pa., took first on an Indian; Bitner, Allentown, was second on an Indian, and Heidler, Philadelphia, third, on an Ex., in 9:07 3-5.

Saturday bloomed forth with the same kind of weather as it was Labor Day. It did not rain, but kept the crowd down. Those who were there were treated to the finest races that were ever held in Pottstown. The first event was the 25-mile Pennsylvania State Championship Sweepstakes race and Minnich showed the rest his rear wheel by finishing in the fast time of 22:32 2-5. Second place went to Zinzer, of Allentown, and third to Mitzel, of York. All were on Indians. The next event was a five-mile amateur race, and Unger again cleaned with the time of 4:38 1-5. But in this race Kulp showed that his freak named "Spark Plug" took second, and Troell, of Allentown, third. Then came the last event, the 25-mile Pennsylvania State Championship sidecar race and brought forth the best collection of sidecar men ever seen at Pottstown. Johnny Zetzer of Youngstown, Ohio, on an Indian; Dynamite Scott of Elmira, N. Y., on an Indian; Tom Connor, who used to bring home the bacon for the R. S. and who is now riding Harley-Davidson; Roy Olds, sidecar champion of Ohio, on a Harley-Davidson; Minnich, of Wilmington, on an Indian, and Miller, of Allentown, Pa., on a Harley-Davidson. At the start it was plainly seen that, barring accidents, the fight lay between Scott and Zetzer. The first mile was knocked off in 56 seconds flat, with both riders neck and neck, and Scott about a wheel length in the lead. The next time around showed Zetzer in the lead, and so on. Minnich and Olds were having a race of their own for third and fourth places the same as Scott and Zetzer. First Minnich would be ahead and then Olds. In the seventh mile, after a neck and neck fight, Scott came in with a broken cylinder and spoiled a fine race. and with Connors developing a suddent burst of speed went into second place. Minnich and Olds were still having a royal battle of their own for third and fourth. Both men seemed to know that third place meant $100 and fourth meant nothing, and they sure did go after that $100. In the eighteenth mile Minnich's motor slowed down, and Olds went into third with a good lead. Then, in the twenty-first mile, Connors motor also went down and Olds went into second place. Olds rode a game race throughout. Zetzer won in 24:34 1-5. Olds was second, and Connors was third. This was the best time ever made with a sidecar at Pottstown, the previous record being held by Riddle on an Indian, with the time 26:45. After the race was over and Zetzer was making his last lap to the pits his frame broke. The result was that Miller, who was back, went through the fence, throwing out his sidecar man, but luckily neither was hurt or scratched up.

The meet was held under the auspices of the Pottstown Automobile Association, and the riders spoke highly of their treatment to them. The meet was under the supervision of Armour Anderson and the meet was run off without an argument. The starter was "Skinny" Eisenbise, and the timers were "Red" Dalton and Harry Oswald. The crowd on Labor Day was estimated at 5,000, and that on Saturday at about half.

This race may mark the closing of motorcycle racing in the East, as rumors state that the Pottstown Track will be sold to a horseman. This man had been previously seen at the Belmont track at Philadelphia, but as that track has been sold they had to make new headquarters, and negotiations are now under way to purchase the Pottstown track. This track of ground comprises 211 acres of ground and the price asked is $150,000. The last race meet of the season will be on October 7 when the Pennsylvania State Championship Automobile race for 100 miles will be held. Summaries:

Five-Mile Solo, Professional—Won by Minnich, Indian; second, Rogers, Harley-Davidson; third, Olds, Harley-Davidson. Time, 5:23 3-5.

Ten-Mile Solo for Local Professionals—Won by Minnich, Indian; second, Morrison, Indian; third, Mitzel, Indian. Time, 8:45.

Ten-Mile Solo, Amateur—Won by Unger, Indian; second, Bitner, Indian; third, Heidler, Excelsior. Time, 9:07 3-5.

Five-Mile Solo, Amateur—Won by Unger, Indian; second, Kulp, Thor; third, Troell, Indian. Time, 4:38 1-5.

Twenty-Five-Mile Pennsylvania Solo Championship—Won by Minnich, Indian; second, Zinzer, Indian; third, Mitzell, Indian. Time, 22:32 1-5.

Twenty-Five-Mile Pennsylvania Sidecar Championship—Won by Zetzer, Indian; second, Olds, Harley-Davidson; third, Connors, Harley-Davidson. Time, 24:39 1-5.

OHIO
LIMA, OHIO

Stuart Buchanan and Cyril Sheppell, who recently toured from Lima, Ohio, to the Hendee factory at Springfield, Mass.

QUESTION BOX

The Question Box is open to every one. If you have a question pertaining to either the bicycle or motorcycle we will endeavor to answer it. Address your questions to Question Box, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

German Coaster Brake

(1)—Where can I get a German Coaster Brake?

Brooklyn. L. G.

Answer

(1)—Try the Herbert F. L. Funke Co., 116 Broad street, New York, or the Jonas B. Ogland Co., 154 Nassau street, New York.

Tour for Scout

(1)—I am contemplating getting an Indian Scout shortly, but would like some information about the 1923 model before purchasing. (a) What is actual horsepower; (b) average consumption of gas; (c) are the new rear guards an advantage over those previously fitted; (d) can the machine be got in another color than red?

(2)—Please give me the best route from Nyack, N. Y., to Liberty, N. Y.

Orange, N. J. Hugh Tunstall.

Answer

(1)—While we have few figures on the 1923 Scout as yet, we feel confident that the 1922 data will be of value. (a) About eleven, average; (b) you ought to get better than 60 miles per gallon; (c) this is a matter of personal opinion; (d) you might be able to get one in dark blue on special order but this is a matter to be taken up with your dealer or the factory direct.

(2)—Nyack, Monsey, Suffern, Sloatsburg, Tuxedo, Greenwood Lake, Warwick, Florida, Goshen, Fair Oaks, Bloomingburg, Wortsboro, Bridgeville, Monticello and Liberty; 93 miles, over generally fine roads. Poor going near Liberty.

To Camp Devens

(1)—Please give me a good route to Camp Devens, Mass., from Fort Ethan Allen, Vt.

(2)—Can I use my own outfit while at training camp?

Burlington, Vt. O. R. C.

Answer

(1)—Fort Ethan Allen, Williston (via Burlington), Richmond, Bolton, Waterbury, Montpelier, Barre, Orange, West Topsham, Waits River, Bradford, Fairlee, Norwich, White River Junction, Hartland, Windsor, Ascutneyville, Claremont, Charlestown, Bellows Falls, Westminster, Walpole, Westmoreland, Keene; 163½ miles.

Keene, Troy, Fitzwilliam (N. H.), Winchendon, Ashburnham, Fitchburg, Ayer, Camp Devens; about 50 miles from Keene. Total, 213½ miles. Some poor roads.

(2)—Probably not, unless permission is obtained from your commanding officer. Accommodation for private vehicles can be found near the camp as a rule.

Castor Oil

(1)—Where can I purchase castor oil for motorcycle lubrication, and what is the price per gallon?

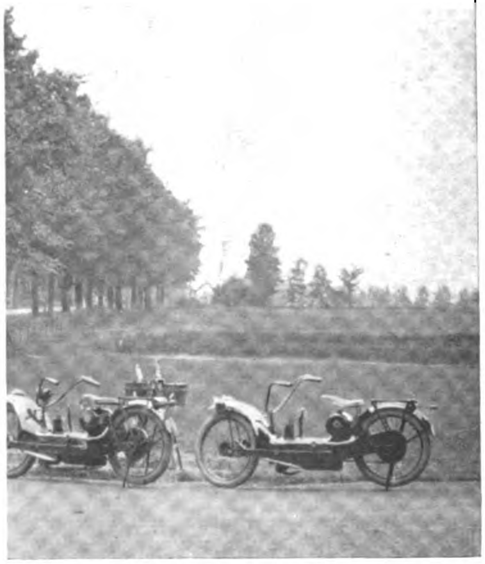
(2)—My 1922 Indian Scout has a slight knock on advanced spark. When I retard the spark the knock goes away. I am told it is an ignition knock due to a very hot spark a little too early, but on retarded spark the motor labors, which tells me it is too early. How can this be remedied?

Enthusiastic Reader.
South Bend, Ind.

Answer

(1)—A good drugstore should be able to furnish you with castor oil, or even an automobile supply house. Cost about 50 cents a quart, as a rule. The White & Bagley Co., Worcester, Mass., makes a fine lubricating oil, Crystal Oilzum, containing castor oil in proper proportion. Can be used in your motor, but not in primary drive casing.

(2)—We have had several reports concerning such knocking, and have found that it is valve noise in most cases. Readjust your valve-clearances and see that your magneto is correctly timed according to the marks on the gears. How is the carbon in your cylinders, and is your carburetor setting correct?



After a game on the links a spin on the boulevard back to town adds enjoyment to the day

FAT SPARKS

By Hy Tension

Contributions to this column will be welcomed. If you think you have a spark that is hot enough to ignite the gas, send it along. Address contributions to Fat Spark Column, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

Our Pants Pocket Classic

He rode without a saddle
Though it made him curve and bend.
He claimed it didn't pain him,
But it hurt him in the end.

Consult the Etiquette Book

ILLUSTRATED'S Snooping Reporter caught this one at the track the day before the recent Milwaukee race meet.

A rider coming off the track after a practice lap narrowly missed being hit by a five-ton truck. A spectator shouted in time for the rider to clear the front mud guard of the mammoth vehicle.

"You saved my life!" said the speedman gratefully to the quick-seeing onlooker.

"That's nothing," said the latter. And then, realizing his mistake, hid himself in the gathered crowd, as a titter developed into guffaws of laughter, joined by the racer.

Ge-Whizdom

Deep in the pond
Lies one Jack Cass;
The bridge wasn't wide,
He tried to pass.

In Our Jografee Class

Carl Stockholm.
R. A. Rom.
C. E. Berg.
Lincoln Holland.

Now You Know

"Isn't motorcycle racing dangerous?"

"No more dangerous than reading a copy of Sexy Stories Magazine while walking along the railroad tracks."

Oh, Waldo

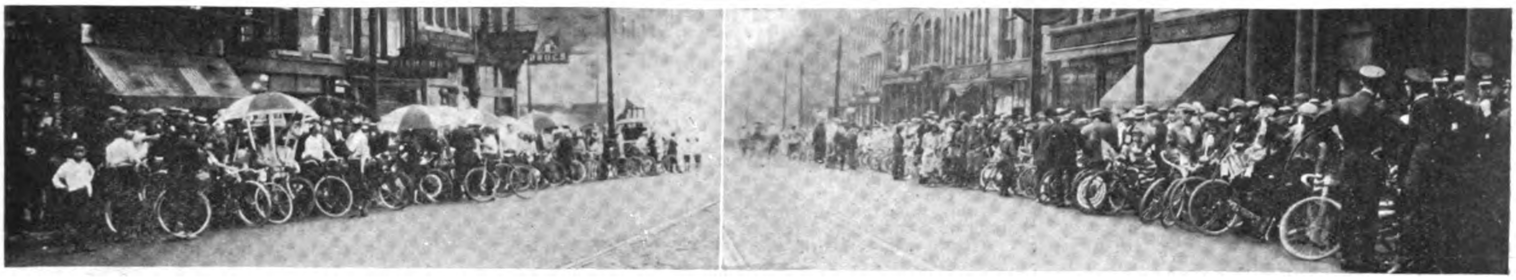
Kernel Korn signs himself from Davenport, Iowa, the corn state, where they now speak of raising "so many gallons to the acre."

Using an Old Saw on Oakes

R. G. Oakes, Harley-Davidson speedman, proves that great oakes from little acorns grow.

Our Legal Department

Fred A. Law.



The Sam Ahlheim section of the Buffalo parade.

Buffalo Has Bicycle Boosting Week

FRED ST. ONGE was here the week of August 28 and put over 282 column inches of free reading matter in the Buffalo Evening News, while local dealers paid over $550 for display advertising that covered over a page and a half. A bicycle demonstration, such as this city has seldom seen, took place on Saturday afternoon, September 2, with a parade of riders assembling in front of the News Building on Main Street in the heart of the shopping district.

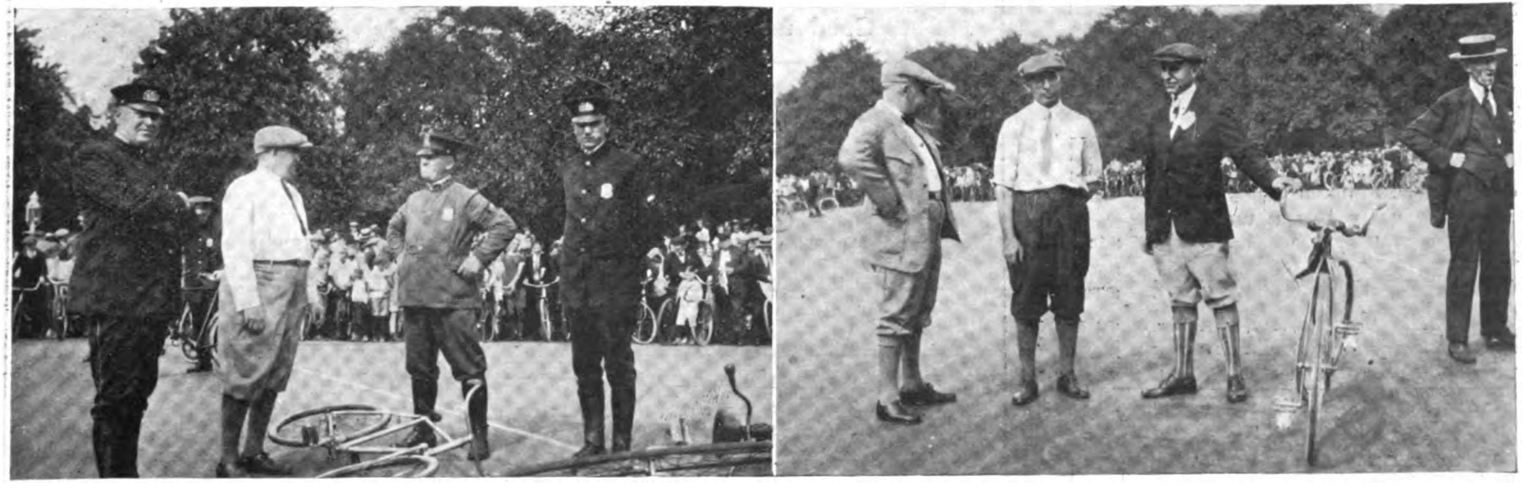
Over 700 bicycle riders lined up for the occasion. The News put over the affair as the Evening News Social Ride. A silver trophy was offered to the Boy Scout Troop with the greatest number of riders in line. Dealers contributed sixteen prizes including two high-grade bicycles, a gold watch and a lot of valuable bicycle accessories. Thousands of people witnessed the parade which was headed by a squad of six motorcycle policemen assisted by fifteen policemen mounted on bicycles. Riders whose ages ran from a youngster of three years of age to a gentleman rider who registered 90 years were there. It was the grandest gathering of old timers that St. Onge has yet entertained on his route, several men acknowledged from 70 to 80 years old.

At Humboldt Park, 7,000 people gathered for the demonstration in cycling and the awarding of the prizes. Dealers rode bicycles, many of them riding in knickerbockers. It was truly a bicycle day in Buffalo. Hundreds of automobiles stood along the line of the parade and hundreds more followed the riders to the park. It was a gala day at the starting point where the crowds stood four deep to watch the riders get away. During the assembling a friend of St. Onge's came over from Shea's Theatre mounted on a unicycle 12 feet high. He just simply stopped all the proceedings. He was a sensation on the street.

The week of cycling boosting was opened by W. G. Schack, treasurer of the Cycle Trades of America, who tendered a very fine banquet to the local trade people at the rooms of the Buffalo Catering Company. Mr. Schack said St. Onge was a guest of honor and as treasurer of the C. T. A. complimented him highly on the work he has been doing for the industry. Speeches were in order. Mr. Schack responding for the manufacturers; John Oliver, of the Jos. Strauss Company; Harry Waite, for the Vim Cycle Company; S. Goldman, for the Haverford Cycle Company; Bert Pauer, for the Emblem Manufacturing Company; W. E. Rogers, for the New Departure Company; H. P. Fanning, for the Morrow Company. Mr. Moone, live dealer of Niagara Falls; and T. A. Rick, of the Rick Cycle Company, were among those who addressed the gathering on matters pertaining to trade conditions, etc. It was one of the "pepiest" meetings held there in some time. The feeling of good-fellowship that permeated the atmosphere was inspiring to those present. After a rising vote of thanks to Mr. Schack for his generosity the party disbanded with the idea that Buffalo would turn out a big crowd in the Saturday parade. The dealers kept their word. Every one worked and the result has been stated. New price conditions have started things going in Buffalo.

Buffalo dealers who were on the job are S. G. Ahlheim, Cycle & Auto Supply Company; Cycle Electric Company, Adam S. Dzimian, Gloucester Cycle Company, Haverford Cycle Company, T. A. Rick, Jos. Strauss Company, Vim Cycle Company, Emblem Manufacturing Company, Seeber & Hofheins.

The W. G. Schack banquet in Buffalo brought out W. G. Schack, B. L. Moone of Niagara Falls, E. P. Seeber, E. P. Young, Thomas Rick, Charles Harberer, Frank Denny, Sam Ahlheim, John Oliver, Edward Zenger, Bert Pauer, S. Goldman, H. O. Waite, H. P. Fanning, W. E. Rogers and Fred St. Onge. *Some banquet.*



Two more snaps at Buffalo. Left—H. P. Fanning, of the Morrow Co., looks well after joining the Knickerbocker Club; right—a few more "knicks"; left to right—John W. Henry, S. Goldman, T. A. Rick and Sam Ahlheim.

GOOD MEET AT CHICAGO

S. P. LANGHOFF, veteran wheelman of Peoria, Ill., led a field of 81 starters across the line in the 22-mile handicap feature event of the first annual bicycle derby conducted by the Chicago Tribune, at Humboldt Park, Chicago, on Labor Day. He was an easy and popular winner, coasting across the tape a full minute ahead of George Cross of the Franklin Skating and A. C. Henry Zimmerman of the Norwegian-American A. C. was third, while Johnny Bruskie of Lakeville, Ill., was fourth.

The winner, 41 years old, started his racing career in 1899, in practice brushes with the old time professionals.

With a five minute handicap granted by the official handicappers, Langhoff jumped the field of limit men on the first lap and pedaled out for an advantage of about fifty yards. On each successive trip around the track he gradually widened the gap and at the eighth turn around the track his victory was a certainty.

Al Hartung, Wisconsin state champion, however, brought himself the time prize by his hard riding. The milwaukee man staged a strong and brilliant series of dashes on the last two laps and came home in 53:41, the best time made by any rider. Benson's sprinting during the early laps tired him and he dropped to fourth place. Jules Arons of the Belgian-American Cycling club had second best time with 53:50, and William Teutchler of the Calerton A. C. third.

Four races for boys and girls who won Ranger bicycles in the contests of the Tribune circulation department also were features of the morning of racing. More than sixty children who earned their bikes competed. Summaries:

The finish of the road race follows:

	Hdcp.	Time.
S. P. Langhoff, Peoria, Ill.	:05	56:06
George Oross, Franklin Club	:02:30	57:28
H. Zimmerman, Norwegian-American A. A.	:02:30	57:37
John Bruskie, Lakeville, Ill.	:04	57:38
Leonard De Cardy, Marquette Wheelmen	:04	57:30
Martin Topper, University of Illinois	:03	57:42
Edward Bade, unattached	:03	57:45
Oscar E. Olson, unattached	:05	57:50
Harry Lacke, Marquette Wheelmen	:03	57:55
Alf Ueiffer, Edgewater Cycle	:03:30	58:00
Peter Ranson, unattached	:03:30	58:10
Carl Jennetz, Franklin Club	:03	58:15

TIME PRIZE WINNERS

Al Hartung, Milwaukee	Scr.	:51:41
Jules Arens, Belgian-American C. C.	Scr.	:53:50
William Teuchtler, Calerton A. C.	Scr.	:53:50 4-5
August Benson, Merry Garden A. C.	Scr.	:53:51 1-5
Edmund Kodat, Alverno A. C.	Scr.	:53:51 3-5
Walter Witzke, Alverno A. A.	Scr.	:53:52
Edward Ziegler, Calerton A. C.	:01	:54:52 2-5
Paul Gocseis, Belgian-American C. C.	:01	:52:54 4-5

TRIBUNE BICYCLE WINNERS' EVENTS

Half mile for boys under 12—Won by Edward R. Veterle; Norman Plenn, second; Fred K. Kitzing, third; David W. Palmlund, fourth; Lawrence Samson, fifth. Time, 1:30.

Half mile for girls under 14—Won by Alice Samson; Sinah Kitzing, second; Anastasia Byrne, third. Time, 2:00.

One mile for boys 12 to 14—Won by Ralph Mixer; Rickard Macauley, second; Henry Fahrenbach, third. Time, 2:45.

Four and two-fifths miles for boys 14 to 16—Won by John Ludka; Jack Byfield, second; Harold Hernly, third. Time 18:33 1-5.

OPEN EVENTS

Eight and four-fifths miles, class C—Won by Oscar Schmidt, Franklin Skating and Athletic club; George Hahn, unattached, second; Leonard De Cardy, Marquette Wheelmen, third; A. B. Huhn, unattached, fourth; Harry Lacks, Marquette Wheelmen, fifth. Time, 21:44.

Eight and four-fifths miles, class B—Won by Fred Weder, Franklin Skating and Athletic club; Leroy Pederson, Franklin S. & A. C., second; Fred Vinch, Belgian-American C. C., third; George Cadotte, Calerton A. C., fourth; Alphonse Vertenten, unattached, fifth. Time, 22:26 1-5.

RIDGEWAY, PA., SEES RACES

Ridgeway, Pa.—Frederick Anderson won the race for boys 100 pounds and over held here on Labor Day. John Dineen was second and Kenneth Lininger was third. For boys under 100 pounds a race was run and Oscar Ebgwell won from Finley Ellinger and Edward Blatt. Kate McFarland won the girls' race.

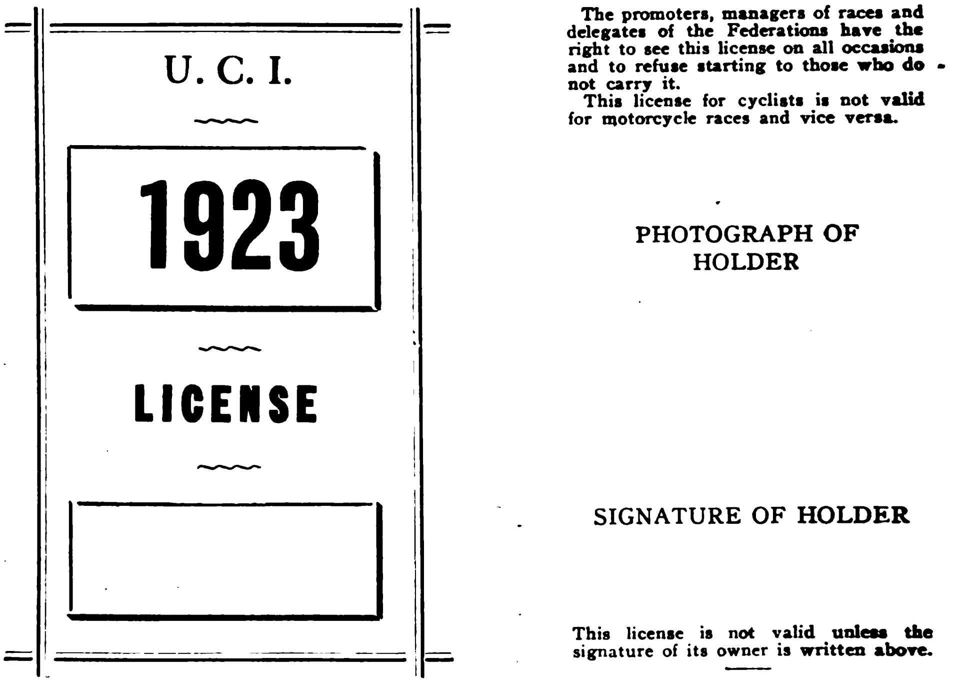
NEW RACING LICENSE

BELOW is a fac-simile of the new racing license card that will be used by racing cyclists throughout the world. At the last meeting of the Union Cyclist Internationale, the world's governing body, it was decided that all associations use the same card.

In the reproduction below the front cover is seen at the left and the back cover at the right, with place for photograph of the rider. Below is the inside of the card with place for name, address and other data about the holder.

The new card is now being printed and will be issued by Chairman Kramer when the year is up.

New License Cards for U. C. I. Cyclists



U. C. I.

1923

LICENSE

The promoters, managers of races and delegates of the Federations have the right to see this license on all occasions and to refuse starting to those who do not carry it.

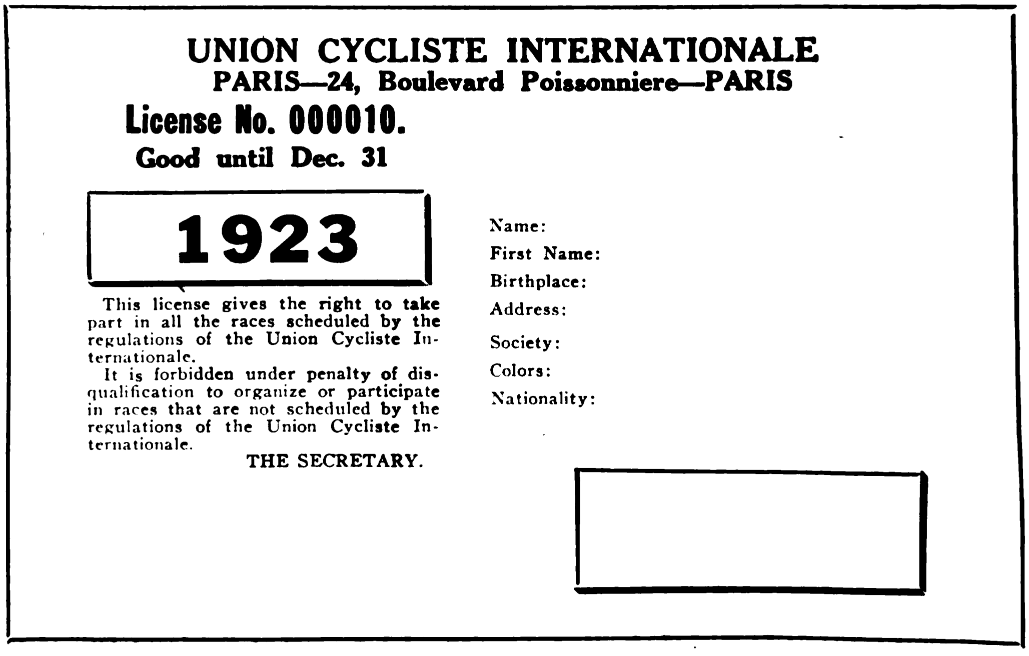
This license for cyclists is not valid for motorcycle races and vice versa.

PHOTOGRAPH OF HOLDER

SIGNATURE OF HOLDER

This license is not valid unless the signature of its owner is written above.

Regulation Color for this card for 1923: Ash grey



UNION CYCLISTE INTERNATIONALE
PARIS—24, Boulevard Poissonniere—PARIS
License No. 000010.
Good until Dec. 31

1923

This license gives the right to take part in all the races scheduled by the regulations of the Union Cycliste Internationale.

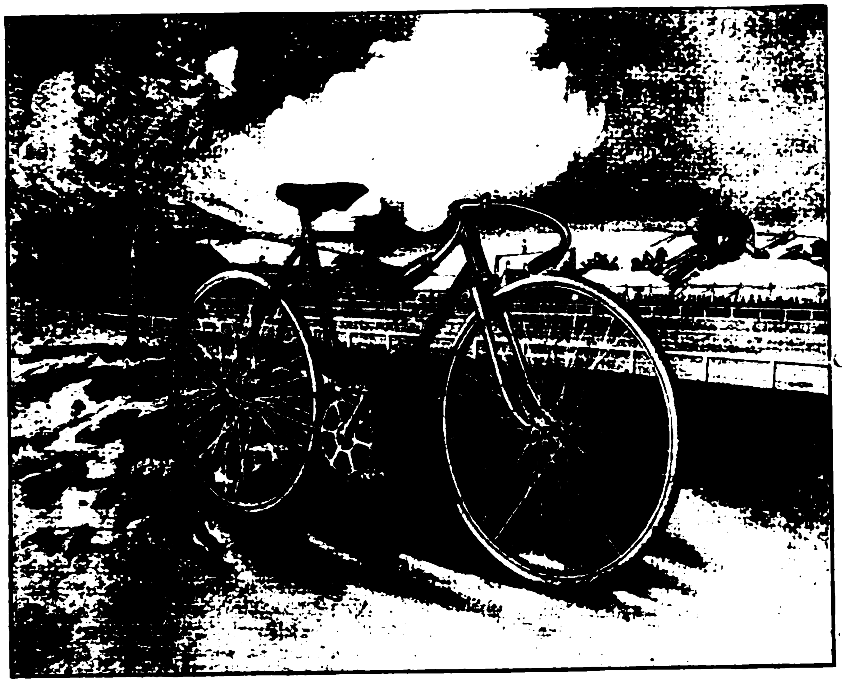
It is forbidden under penalty of disqualification to organize or participate in races that are not scheduled by the regulations of the Union Cycliste Internationale.

THE SECRETARY.

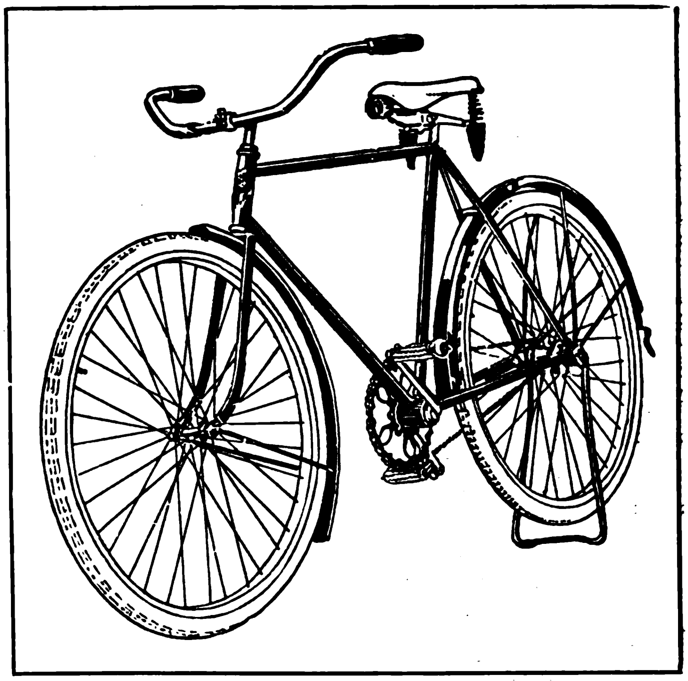
Name:
First Name:
Birthplace:
Address:
Society:
Colors:
Nationality:

Any violation of the Regulations of the U. C. I. gives them the right to revoke this license. This license, erased, scratched or changed, is void.

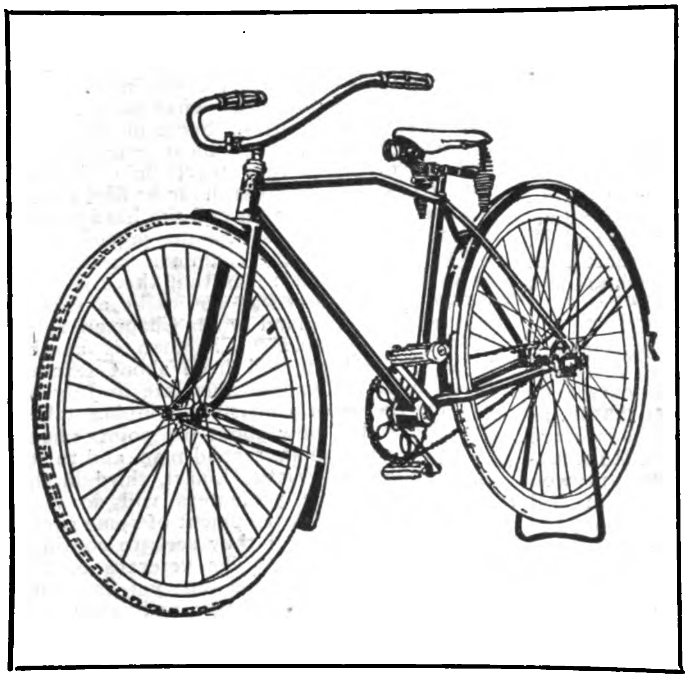
Pierce and Emblem Prices Lowest in History



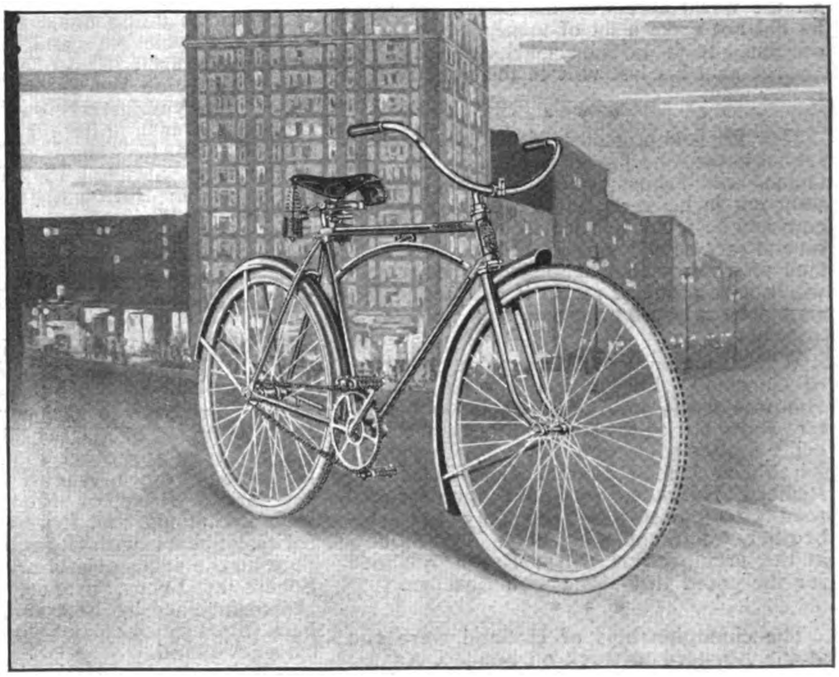
The Famous Pierce Racer



Emblem Men's Light Roadster, Model 32



Emblem Model 74



Pierce Heavy Service Model

WE are going to do all we can to stimulate sales and interest the public in riding bicycles," says W. G. Schack, in announcing the new Pierce and Emblem prices. "For that reason current prices on Pierce and Emblem are less than these high grade bicycles have ever been sold for, even in pre-war days," is the announcement from the Angola factory. This fact and the addition to the line of a new lightweight Pierce roadster has already given the expected stimulus to Pierce and Emblem business. Mr. Schack is proudly displaying the full line at the Atlantic City show this week.

VELODROME CHANGE

ANNOUNCEMENT was made recently that the property on which the New York Velodrome, Spuyten Duyvil Creek, 225th street and the Harlem River, operated by John M. Chapman, has been sold by the heirs of the Rogers Estate to August Faux. The transfer of this sale was made for a consideration of $75,000, subject to a mortgage for $55,000.

The sale of property will have no effect upon the plans of the Velodrome management in its sporting enterprises, as a ten-year lease was given to Inglis M. Uppercu and John Ringling when they took the Velodrome.

POSTPONE TOLEDO RACE MEET

Owing to an automobile race on the same day, the motorcycle race meet scheduled for this city on Sunday, September 17, has been postponed until Sunday, September 24.

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

R. Malm, the Swede, who was one of the heroes of the Olympic Road race back in 1912, won the road championship of his country last month. The race was run over the 100-kilometer (62.13 miles) route and Malm won in 3:05:29.

* * *

American Paced Champion George Chapman, who is going great guns these days, has about abandoned his trip to Europe. George's baby is in ill health and he says he has cabled the promoters of the new Velodrome Buffalo, Paris, that he cannot go over at the present time.

* * *

Postman brought a card 'tother day that read:

Sara G. Hodes
Moe B. Sherman
Married
September Third, Nineteen Twenty-Two

Sara is one of our girls, so here's the best in the world for "Sunny."

* * *

George Colombatto, the Italian paced rider, sailed for home on the steamer Paris of the French Line on Wednesday. George did not set the world afire with his riding, but while he did not make a lot of money he had a lot of fun. It is said on good authority that George paid his last visit to this country as a racing man.

* * *

New England promoters please take note. A special to the *New York Tribune* says that Tom Guinn, who habitats near Pittsburg, Kansas, went out in his cornfield to harvest some pop corn and he found that it had been so hot that several ears already popped. If the New England promoters had that kind of weather they would have plenty of racing if the paced riders were able to hold out.

* * *

Willie Lorenz is the 1923 sprint champion of Germany. Lorenz won the title at the Hanover track on August 20, beating Walter Rutt by a quarter-length, while Eugene Stabe, who won in 1914, was third. Kirchbach landed fourth. The same day Richard Huschke won the professional road championship of Germany from his brother, Adolf, and a big field. Carl Saldow at the Treptow track, near Berlin, qualified for the paced title along with Rosellen.

* * *

The championships of Holland were run at the Amsterdam track on Sunday, August 27. Van Boxel won the pro. title from Tulleken and Crasto. Peter Moeskops and Gerard Leene were not entered. Maurice Peeters won the amateur event from Bosch Van Drakenstein and Willems, while Storm took the 100-kilometer (62.13 miles) title from Blekemolen and Dickentman. The time of the paced race was 1:19:08 1-5.

* * *

On October 1 the Fall century of the Century Road Club Association will be held. The route takes the riders from Bedford Rest, Brooklyn, and Columbus Circle, N. Y., to East Islip, L. I., and return. The pleasure division leaves at 7 a. m. and the fast division at 8:30. Joe Caldwell, 1321 72d street, Brooklyn; A. Resnick, 96 Manhattan Ave., New York City, and Sy Borman, 535 Greene avenue, Brooklyn, will furnish details of the run to any cyclists who desire to enter.

* * *

Father Time is getting very careless. The old boy with the hour glass and scythe (or sickle) left the latter article near the judges' stand at the New York Velodrome the other night. It might be an omen that others are about to feel that it is time to quit. It might have been the same sickle that Pop Time chased Frank Kramer and George Wiley down the country road with this season. Never can tell who'll be next, but the old boy with the white cheaters is certainly going to get a few of 'em before long.

* * *

Now that the racing season is drawing to a close as far as outdoor activities are concerned, the pro. anklers are eager for engagements during the Winter. Some of them are seeking six-day engagements, while others would not mind a jaunt to Europe if the promoters on the other side of the Atlantic would send them a contract. Four or five good sprinters would help fill the bill over in Paris and it is said that Alfred Goullet, Willie Spencer, Ray Eaton, Bobby Walthour, Jr., and possibly Jackie Clark are the favored ones if anyone goes.

* * *

Our old friend, "Musty" Crebs, pens a few lines from Long Beach, where he is now a business man. Crebs has started a bicycle store and is doing fine. He is also organizing a bicycle club and, believing in advertising himself if no one else will, he has named the club the Crebs Cycle Club. He takes his youngsters out every Sunday morning over a different route each time out. A cut of his gang is seen at the bottom of the page. Standing they are left to right: Crebs, Ralph Buttolph, Jesse Close, F. C. Wilhite, "Bob" Cunningham and Carl "Bud" Wilburn, the California junior champion; those in the front from left to right are: Lawrence Korsmer, Harold Wilhite and Walter Robbins.

* * *

Bob Spears, the Australian sprinter, writes that he is taking a trip to Australia this winter to visit his folks. Spears adds that he will race in Europe next season, as there is more of the worldly goods there for him than any other spot. At Monceau-les-Mines, France, August 28, Spears won the Grand Prize of Monceau from Bill Bailey, England, and Ernest Kaufmann, the Swiss. Spears with Rosseau won a team race at the same meeting. The day before Spears at Lyons, France, was beaten in the sprint race by Bertrand, but Bob came back in a team race and won with a localite named Volland.

MUSTY CREBS
CYCLES
PIERCE
QUALITY

Albert Crebs and part of his riders in front of his Long Beach store.

Sunday cycle racing was started at the New York Velodrome on September 10. Residents near the track got up a petition against Sunday sports at the track. As a result Manager Chapman and four others were summoned to appear in court on Monday to answer to the charge of violating the Sunday sports law. They appeared before Magistrate Sweetser at the Washington Heights Police Court and the magistrate, in holding the defendants for trial under a nominal bail of $50 each, gave it as his opinion that the Velodrome was no worse than the Polo Grounds. The defendants were held for special sessions after waiving examination. Whether further racing on Sunday will be tried is problematical.

* * *

The promoters of cycle tracks where paced racing has been made popular are facing a tough proposition if they seek real drawing cards. While the rain of the past season played havoc to most of the tracks in New England and also Philadelphia and New York, it appears now that the rain was a blessing in disguise. The riders who follow the motors are practically ridden to a finish, and most of the races end in processions. The riders are plain tired out and had there been a month or two of fine weather with races every night in the week it is not hard to guess what would have happened to the riders. Some of them are booked every night or most every night, and the distances they travel in each race runs from 20 miles to an hour or 62½ miles. As the season nears an end the hard racing has told on the boys. At the present time George Chapman, the champion, is winning so easily in all his races that there is little competition, and it has got to be a saying around New England when Chapman rides "Who got second?" Chapman is at the peak of his form and from about seventh position in the paced table late in July he has by the most consistent winning taken the lead and is now about ten points ahead of Clarence Carman, second man, and thirty points ahead of Victor Linart, third in the table. What the promoters will do is a question, but the development of some paced riders is necessary if they seek to continue in the racing game. The veterans of the game are good for some time yet, it seems, but they cannot last forever and new talent will have to be developed. Last year Charley Turville went down to Florida and started developing some paced riders, and it looks to me as though that is the one best bet. The cycle racing promoters could very easily send some riders down there and train and race them during the winter. Competition develops riders, and if they gave the riders racing once or twice a week down there some talent is sure to be developed. It may cost the promoters some money, but the returns will repay them in the long run. They would be making a good move if they sent George Wiley, who recently retired, down there with them to show the embryo paced riders the tricks of the game. There are not many cyclists or retired cyclists that are more familiar with the paced game than is Wiley. He has spent the better part of his racing years in that branch of the sport and should know what a rider needs to help him succeed in the paced game.

Mixed Card *at the* Velodrome

A 50-mile motor-paced race, two amateur bicycle races, a match sprint race and some running races between star athletes that competed in the amateur championships at Newark, N. J., made up the program for the first Sunday bicycle race meet that New Yorkers have attended in many years.

The 50-mile motor-paced race was called the Velodrome championship and had as starters George Chapman, the American champion; Clarence Carman, the Long Islander; Larry Gaffney, the Brooklynite who was substituted for Worth Mitten, who retired after Friday's race; Vincent Madonna, the Italian; George Colombatto, Italy, and Charles Verkeyn, the Belgian.

Chapman, Carman, Madonna and Verkeyn were the favored ones to take the big money, but while Chapman scored an easy victory, the champion winning by three laps over the second man, Larry Gaffney, it was the latter that made the surprise showing. Chapman went to the front early in the contest and was never headed, winning as he pleased. In the hour Chapman covered 40 miles and 700 yards. Gaffney was a half-mile back, while Verkeyn landed third, Carman fourth and Colombatto with slightly over 36 miles was fifth. Madonna retired from the race at 15 miles.

Hans Ohrt, the 'Frisco ankler, needed but two heats to defeat Pierre Sergent, the Frenchman, in a match race, Ohrt riding from the front in each heat. Louis Benezatti accounted for the both amateur races on the program.

During the races summonses were issued for Manager John M. Chapman; Larry Gaffney, a rider; Arthur Miller, a pacemaker, a ticket taker and a ticket seller, for violation of the law against Sunday sports at which admission is charged. They were cited to appear Monday, September 11. Summaries:

Half-Mile Handicap, Amateur—Won by Louis Benezatti, 20 yards; second, William Mollica, 70 yards; third, Joe Palmier, 50 yards; fourth, Charles Pelosa, 60 yards. Time, 57 1-5 seconds.

Two-Mile Open, Amateur—Won by Louis Benezatti; second, E. C. Bendi; third, John Amabile; fourth, Bert Marquart. Time, 4:17 2-5.

GOULETT AND McBEATH WIN

ALFRED GOULLET and Aleck McBeath captured the 62 1-2-mile team race at the Newark Velodrome on Sunday, September 10, by scoring 104 points in the 31 sprints that were run. Reggie McNamara and Cecil Walker finished second with 85 points, while Orlando Piani and Alfred Grenda were third with a total of 61 points. Harry Horan and Fred Weber, who scored 25 points by taking the final sprint, finished fourth with 38 points. Eddie Madden and Ray Eaton, 36 points; Peter Drobach and Jackie Clark, 35 points; Charles Jaeger and Bobby Walthour, 25 points, and David Lands and Anthony Young, 16 points, was the order of finish of the others to get in the money. The time was 2 hours and 28 minutes.

The condition of the race called for a sprint every two miles with 7, 3, 2 and 1 scored in points for the first, second, third and fourth man in each sprint. The final sprint carried 25 tallies for the winner; 15 for second; 10 for third and 5 for fourth. Goulett won eight sprints; Willie Spencer, 1; Orlando Piana, 2; Cecil Walker, 4; Reggie McNamara, 3; Ray Eaton, 2; Alfred Grenda, 3; Charles Jaeger, 1; Jackie Clark, 2; Percy Lawrence, 1; Bobby Walthour Jr., 1; Anthony Young, 1; Aleck McBeath, 1; Harry Horan, 1. The finish in each sprint follows:

Sprint
1—W. Spencer, Young, Walker, Hanley.
2—Piani, Hill, Madden, A. Spencer.
3—C. Walker, Grenda, Thomas, Eaton.
4—McNamara, Clark, Madden, Lawrence.
5—Eaton, McBeath, Papworth, Drobach.
6—Goullet, Hill, Horan, Clark.
7—Walker, Hanley, Grenda, Jaeger.
8—McNamara, Walthour, Madden, Goullet.
9—Grenda, C. Walker, McBeath, Hanley.
10—Piani, McNamara, Madden, Horan.
11—Jaeger, Young, McBeath, Thomas.
12—Goullet, Drobach, Madden, McNamara.
13—Walker, Hanley, Clark, McBeath.
14—Goulett, Horan, Eaton, Lawrence.
15—Clark, Grenda, Lands, Jaeger.
16—Goulett, McNamara, Piani, Drobach.
17—Grenda, Walker, Clark, McBeath.
18—Eaton, Goullet, McNamara, Young.
19—Grenda, Walker, Goullet, Madden.
20—Lawrence, McBeath McNamara, Horan.
21—Goulett, Madden, Grenda, Osterritter.
22—Clark, Piana, McBeath, Horan.
23—Goullet, Jaeger, Madden, Grenda.
24—Walthour, Horan, Taylor, Clark.
25—Goullet, Jaeger, Waller, Drobach.
26—Young, Lawrence, Clark, Grenda.
27—Goullet, Osterritter, Madden, Piani.
28—McNamara, McBeath, Clark, Horan.
29—Walker, Goullet, Drobach, Madden.
30—McBeath, Grenda, Waller, Horan.
31—Horan, Goullet, McNamara, Piani.

GRENDA AND HILL SCORE

ALFRED GRENDA and Fred Hill scored a win in the two-hour team race at the New York Velodrome on Friday night September 8. Grenda and Hill in the two hours scored a total of 73 points to 59 for Reggie McNamara and Cecil Walker. Alfred Goullet, who is the big favorite with the New York crowd, had Bobby Walthour for a mate, and the best they could do was to finish third with 51 points. Aleck McBeath and Clif Papworth landed fourth money with 38 points scored, while Orlando Piani and Ray Eaton finished fifth with 36 points, and Willie Spencer and Eddie Madden finished sixth, they having 22 points. In the first hour the riders covered 27 1-6 miles and in the two hours they did slightly under 54 miles, but the race went to the 27th sprint.

Sprints were held each two miles, and in the 27 sprints Grenda won 2; Hill, 3; Willie Spencer, 1; Charley Osterritter, 1; Cecil Walker, 2; Alfred Goullet, 6; Joe Kopsky, 1; Reggie McNamara, 2; Orlando Piani, 2; Jackie Clark, 1; Tom Bello, 2; Willie Coburn, 1; Lloyd Thomas, 1; Fred Weber, 1; Aleck McBeath, 1.

A 20-mile motor-paced race was also run with Worth Mitten, Davenport; Vincent Markey, Passaic; George Colombatto, Italy; Willie Appelhans, Germany, and Brask Andersen, Denmark, as starters. Vincent Markey won with Colombatto second, Mitten third, and Appelhans fourth. The time was 29:15 4-5. Andersen was put out of the race at 14 miles when the rear tire on his pacing motor blew up and threw both him and his pacemaker, Antenucci, but fortunately neither was badly hurt, a shaking up being their worst trouble.

Hans Ohrt, 'Frisco ankler, who beat Pierre Sergent in a match

CHAPMAN INCREASES LEAD

GEORGE CHAPMAN, the paced champion, increased his lead in the point table for the pace followers. Chapman now has 165 points, he being 9 1-2 points ahead of Clarence Carman. The standing up to September 10, the meet at New York on that date, follows:

Rider	1st	2d	3d	4th	Pts.
George Chapman	24	9	9	0	165
Clarence Carman**	19	11½	9	7	155½
Victor Linart*	15½	13	7	3	135
Vincent Madonna**	12	15½	6	5	125½
Frank Corry*	8½	16	6	1	105
Jules Miquel	9	7	10	9	95
George Wiley	7	9	8	5	83
Charles Verkeyn	7	6	13	4	83
Frank Keenan	6	3	4	3	50
Vincent Markey	5	3	3	2	42
George Colombatto	1	5	4	6	34
George Seres	2	5	3	1	32
Larry Gaffney	3	3	1	2	28
Jackie Clark	0	5	4	2	25
Willie Appelhans	1	4	2	4	25
Brask Andersen	2	1	3	4	23
Percy Lawrence	2	2	2	0	20
Willie Keller	2	1	1	1	16
Worth Mitten	0	2	3	3	15
Manuel Nunes	2	1	0	0	13
Luigi Marcella	1	1	0	2	10
Ralph Spiers	0	2	1	2	10
Archie Villa	0	2	2	0	10
Joe Reeber	1	1	0	0	8
Willie Upton	0	0	1	0	2
Louis Gilson	0	0	1	0	2
Humbert Norantonio	0	0	1	0	2
Rudolph Blomstrom	0	0	0	1	1

Points: First, 5; second, 3; third, 2; fourth, 1.

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* Linart and Corry rode to tie at New Bedford, May 29. Points for first and second (8) were divided between them.

** Carman and Madonna rode to a tie at New York, August 18. Points for second and third (5) were divided between them.

CURTAINS FOR POINT BREEZE

Philadelphia, Pa.—The 1922 curtain was rung down on the bicycle season at the Philadelphia Velodrome, Point Breeze Park, Thursday, Sept. 7, with Clarence Carman, America, defeating Vincenzo Madonna, Italy, in two straight heats of a match race. This was the second time this season Carman won in a match from the Italian. Carman was in wonderful form and he rode sensational races in both heats. In the second Madonna was forced to retire after pedaling eight and a half miles. Vincenzo was in such poor condition that he had to be carried to his dressing room.

Despite the absence of Madonna from the track Carman finished the fifteen miles, riding at a lively clip behind "Daredevil" Jimmy Hunter. For this heat he was timed in 23 minutes 15 1-5 seconds. Carman won the first heat of ten miles in 15 minutes and 38 2-5 seconds. The American went out in front, this time paced by Johnny Schlee, and he was never headed. Once Madonna threatened, but in trying to pass Clarence the Italian lost his pace and thereafter Carman won virtually with no competition. The second heat was a repetition of the first. Clarence took the lead and was out in front from the start. On the eighth mile Madonna started a spurt but he could not keep it up and broke from his pace, shortly after becoming ill.

In another match race Orlando Piani, Italy, sprang a big surprise by defeating Willie Spencer, 1922 American champion, in straight heats at a mile.

Henry Bruhn is the Pennsylvania State amateur champion. He was crowned by winning the mile race from a field of five who qualified in the preliminaries. Bruhn's time was 2 minutes 27 seconds. Charley Judge, a South End Wheelmen entry and a club mate of Bruhn's, came in for second honors while Bill Shaw, competing unattached, was third. The summaries:

One mile Pennsylvania State Championship. (amateur):—Won by Henry Bruhn, South End Wheelmen; second, Charley Judge, South End Wheelmen; third, Bill Shaw, unattached. Time, 2:27.

One mile match race (professional): Won by Orlando Piani, Italy, from Willie Spencer, America, in straight heats. Time: first heat, 2:32 2-5; second heat, 2:53 3-5.

Motor-paced match race: First heat (ten miles)—Won by Clarence Carman, America. Time: 15:38 2-5. Second heat (15 miles): Won by Clarence Carman. (Maddona retired after 8 1-2 miles).

CHAMPION ADDS ANOTHER WIN

Providence, R. I.—In a one-hour paced race at the Cycledrome at Cranston, Friday night, September 8, American paced Champion, George Chapman, scored a win. Charles Verkeyn, Belgium, was second, and Clarence Carman, Long Island, third. Vincent Madonna, the local Italian, was the fourth starter and he retired at 17 miles.

It was a two-man battle for almost the entire distance. Chapman drew the pole with Verkeyn in fourth place and this pair made the running. Madonna, suffering from his fall at Revere last Saturday night, made a game race, heavily handicapped as he was with a broken rib. He stuck it out for 17 miles, several times challenging Chapman for the lead, but rode himself out and nearly collapsed when taken off his wheel and carried to his dressing room.

Carman appeared badly off form and also had any amount of trouble with his pace. He started behind Stein, shifted to Markey and then went back to Stein. On the 25th mile Carman again changed and took on Ruden, who started in front of Verkeyn, the Belgian hooking on to Gaethofs when Madonna left the track.

Perhaps the little ceremony just before the beginning of the race upset Carman a little. He was called to the grandstand and in front of 250 members of Providence Lodge of Elks, of which he is a member, was given a bouquet of flowers, an elk's tooth handsomely mounted and a brand new silk racing jersey of purple and white, the colors of the order. He wore the jersey in the race.

The presentation speech was made by Exalted Ruler Arthur B. McDonald, who told the Providence rider how proud the citizens of the city and the members of the order were of him. The band played "Hello, Bill," everybody cheered, and then Carman struck out the first time at the "bat."

Three-Lap Handicap, Amateur—Won by James Gregson, 75 yards; second, Vincent Picchione, 45 yards; third, R. Vandermeasch, 85 yards; fourth, Charles Elmstrom, 30 yards. Time, 50 1-5 seconds.

One-Mile Handicap, Professional—Won by Fred Jarvis, 80 yards; second, Joseph Mittola, 120 yards; third, Michael De Orio, 15 yards; fourth, William Upton. Time, 2:11 2-5.

Miss-and-Out, Amateur, Class B—Won by Vincent Picchione; second, C. Prococini; third, Roland Winsor; fourth, Raymond Warren. Distance, 1 3-7 miles. Time, 3:18 1-5.

Special Match Race, Amateur—First heat, one mile with pacemaker—Won by L. S. Harten, Providence; second, Dan Picchione, Providence. Time, 2:24 2-5. Second heat, pursuit race, three miles—Won by Harten by 40 feet. Time, 6:40 1-5.

Two-Mile Handicap, Professional—Won by Luigi Maccella, 180 yards; second, A. Patalano, 170 yards; third, E. Montecalvo, 155 yards; fourth, Joseph Reeber, 60 yards. Time, 4:11 4-5.

Two-Mile Open, Amateur, Class A—Won by L. S. Harten; second, Frank Frazzani; third, Peter Colombe; fourth, Martin Deerig. Time, 4:23 1-5.

Team Pursuit Race—Won by Michael De Orio and Oswald Colanna. Distance, two miles and five laps. Time, 6:21 4-5.

CORRY WINS AT WORCESTER

Worcester, Mass.—Their appetites whetted by the postponement of the Monday night previous, four thousand fans turned out at Worcester track, Thursday, September 7, to see George Chapman, Frank Corry, Jules Miquel and Charlie Verkeyn go after the track record of 42 3-7 miles for one hour. Corry hopped into the lead early and was never headed but the record made by Chapman last summer did not fall, as the Australian covered 42 miles and 700 yards on his victorious journey.

Corry rode a beautiful race and, had he been pushed harder, would have given that record a sterner battle. Verkeyn finished second, Chapman third and Miquel fourth. Although Verkeyn never threatened dangerously to pass Corry, he was but a half-lap behind at the finish. Chapman, who lost his pace while coming up on Corry in a desperate spurt during the 29th mile, was a rather poor third and Miquel was away out of the running, due to several losses of pace in the first stages of the contest.

Chappy had been favored to win and the majority of the spectators were with him but they were not slow to realize that Corry was going along in invincible fashion nor were they tardy in according him a well-deserved hand at the final gun. Willie Kellar, returning to the sprint game here, was second to Frank Cavanagh in the five-mile professional open. Summaries:

Four-Lap Handicap, Amateur—Won by William Magill, 30 yards; second R. E. Leonard, 80 yards; third, Ray Williams, 25 yards; fourth, Ernest Dufrane, 70 yards. Time, 1:07.

Three-Mile Open, Amateur—Won by Tom Logan; second, Charlie Levine; third, Ray Williams; fourth, Harold Aldrich. Time, 6:59 1-5.

Four-Lap Handicap, Professional—Won by Bert Carmody, 105 yards; second, Walter MacKenzie, 80 yards; third, John Barry, 115 yards; fourth, William Cupit, 75 yards. Time, 1:05 2-5.

Five-Mile Open, Professional—Won by Frank Cavanagh; second, Willie Keller; third, Fred MacKenzie; fourth, James Cobert; fifth, Archie MacDonald. Time, 11:39 4-5.

HOOSIER CYCLISTS IN MEET

Indianapolis, Ind.—Charles Wehr promoted a meet at the State Fair Grounds on August 22. In the mile race Edward Hoppe beat Alfred Caseber, the State A. B. L. champion, and E. Bailey. Caseber beat Hoppe in the two-mile race, Karl Grieb getting third. Alva Haley won the five-mile from William Pascoe, E. Bailey and C. Wilson.

TRACK TOO WET FOR RACE

New Bedford, Mass.—The slipping of riders in both the professional and amateur events on a track that was exceedingly damp in spots was the cause Labor Day night of the postponement of the motor paced event scheduled at the Cycledrome.

It was only after eight different spills had occurred on the South bank of the track that Manager Cadwell decided not to send the pace followers out for their hour race because of the danger of their sustaining permanent injury. Verkeyn, the Belgian pace follower, was the only one of the four who seemed anxious to ride and when he was overheard suggesting in his native tongue to Linart that the riders stage a "promenade" the event was definitely called.

Seven of the eight spills during the night took place in the professional five-mile event and by the time the bell lap was sounded the field had been narrowed down from 14 to six contestants with one of them trailing far behind. None of the riders were injured in their tumbles. Archie Villa went to the boards on three different occasions but was always picked up and shoved off by waiting hands.

The five-mile event was won by Depanni with the following trailing him over the finish line. Prococini and Marcella of Providence; Turgeon, of Fall River and Colonna, of Providence. The four-lap race for professionals was won by Vincent Markey, of Passaic, with Blomstrom, second; Reeber, third; Villa fourth and Mitola, fifth.

L. S. Harten, of Providence, won both events in the amateur class but he was exceedingly fortunate to come through a victor in the unknown distance race. In this event Jimmy Coe, the Taunton rider, swung out in front of the field at a fast clip and before two miles had been reeled off had succeeded by hard riding in gaining a full lap on the field. At the signal advising the riders that the leader, Coe, had two laps to go to complete the distance, Coe shot again to the fore and after riding a lap and a half of the distance slipped on the wet track and went out of the race. Harten was followed over the line by Pischione, Frazzini and Goddu. In the three-lap race for amateurs, Harten was trailed by Dion, Belanger and Coe.

CHARLES VERKEYN A WINNER

Revere, Mass.—The four-cornered 35-mile motor paced race at the Revere Track, Saturday night, September 9, was won by Charlie Verkeyn, who finished half a lap ahead of Frank Corry, of Australia, who in turn was four laps ahead of Clarence Carman. Vincent Madonna, while a contender for many miles, had trouble with his pace and was back many laps at the finish. The time was 48:16 1-5.

Carmen led until the twenty-sixth mile, and at that point all four riders were pretty well bunched. Verkeyn took the lead at the thirty-first mile and maintained it to the end. During the thirty-first mile Carmen tried to pass the leader, but after riding abreast for four laps Verkeyn pulled away and was not bothered during the remainder of the ride. Frank Corry took second place from Carmen, who gradually dropped to the rear. The summary:

Half-Mile Handicap, Amateur—Won by F. L. Hebb, 95 yards; second, Charles Sakey, 100 yards; third, Rocky Caputio, 110 yards; fourth, Harold Jones, 105 yards. Time, 55 4-5 seconds.

Three-Mile Open, Amateur—Won by Frank Hughes; second, Joseph Reni; third, Charles McDonald; fourth, George Carmody. Time, 7:05 1-5.

Two-Third-Mile Handicap, Professional—Won by William Cupit, 70 yards; second, Tim Sullivan, 85 yards; third, Fred McKenzie, 60 yards; fourth, Tommy Grimm, 90 yards. Time, 1:14 1-5.

Australian Team Pursuit Race, Professional—Won by Walter McKenzie and Fred McKenzie; second, Frank Drobach and William Cupit; third, Tim Sullivan and Bert Carmody. Time, 14:14 1-5. Distance, 5 miles and 1,600 yards.

Five-Mile Open, Professional—Won by Frank Cavanagh; second, Willie Keller; third, Tommy Grimm; fourth, Hugh McPartland; fifth, Ralph Spiers. Time, 11:07 4-5.

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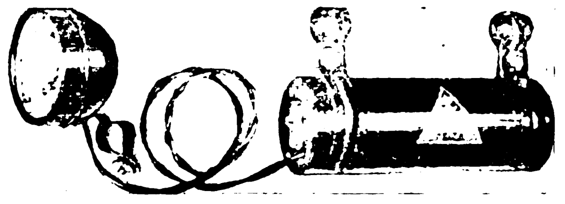

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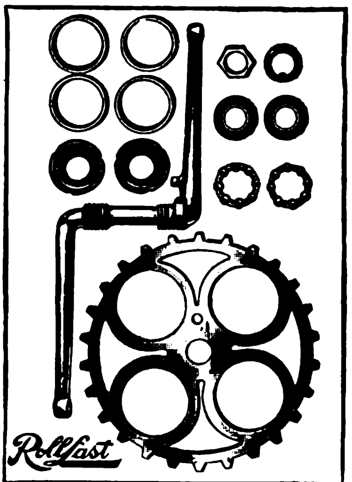

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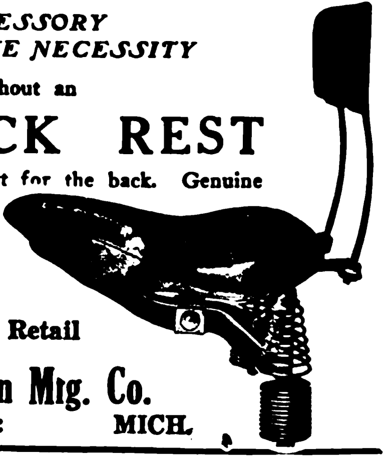

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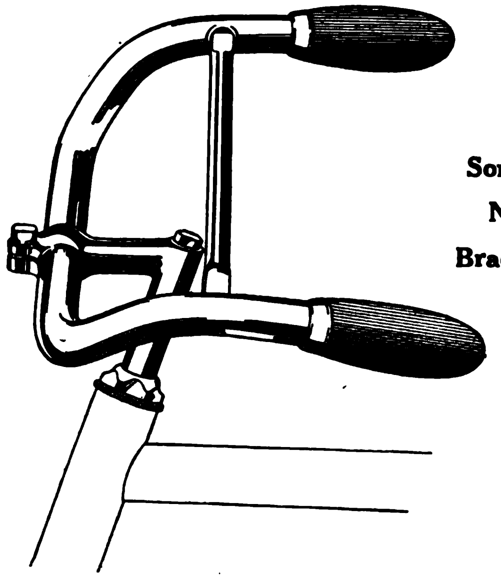

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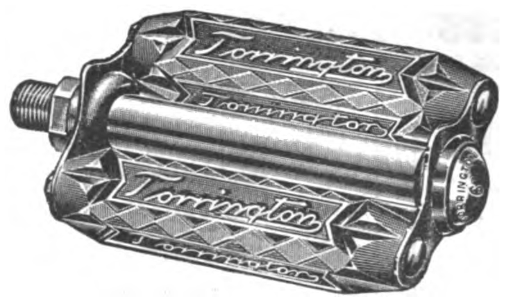

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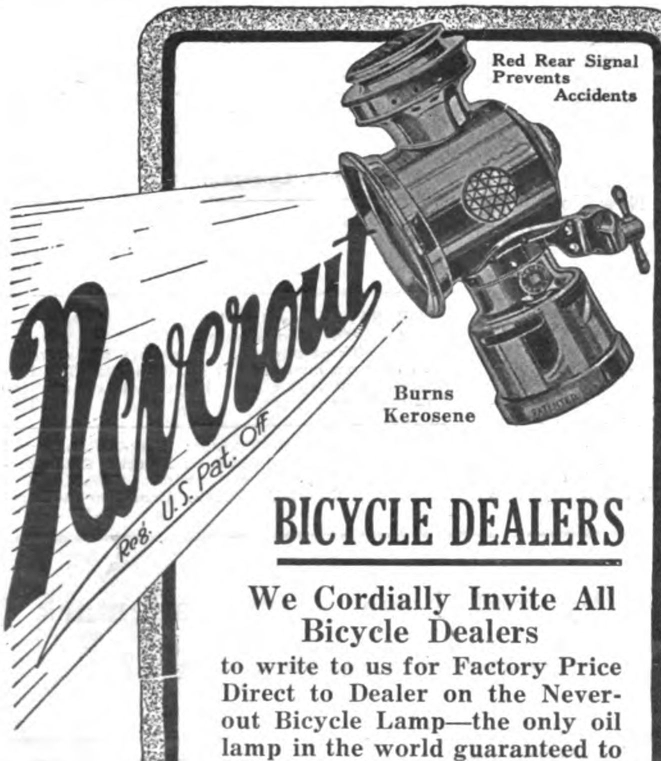

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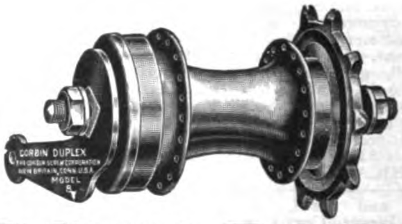

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The Ace was the only machine to maintain an average of 70 miles per hour over the rough paved course —the kind of street over which police officers ride in actual service.

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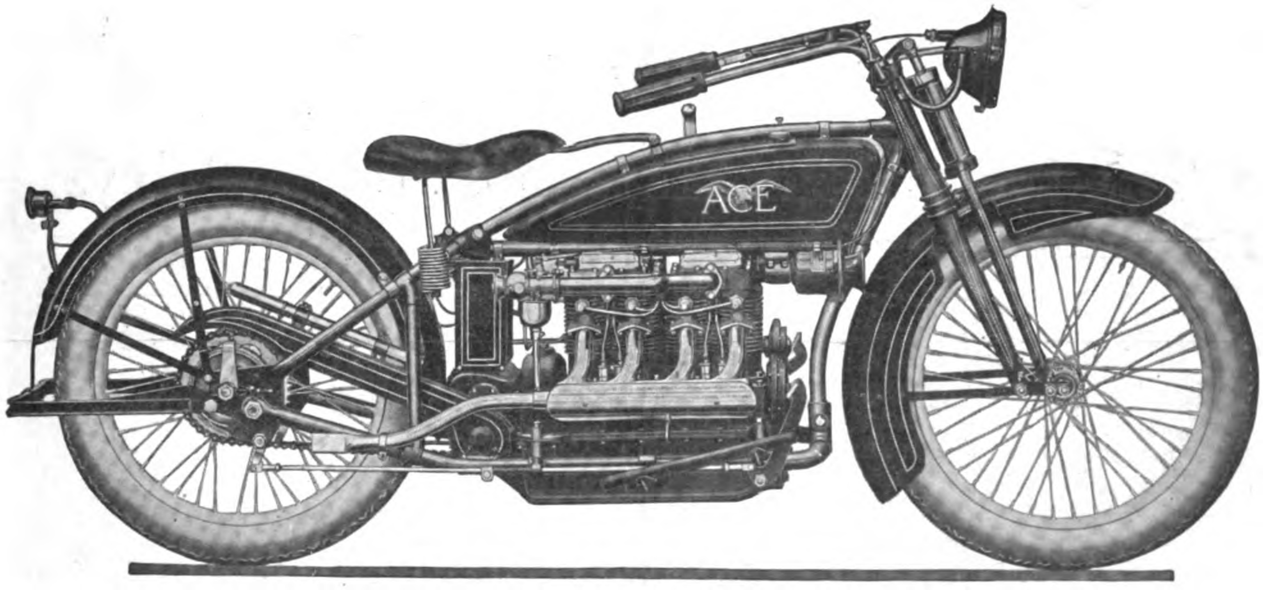

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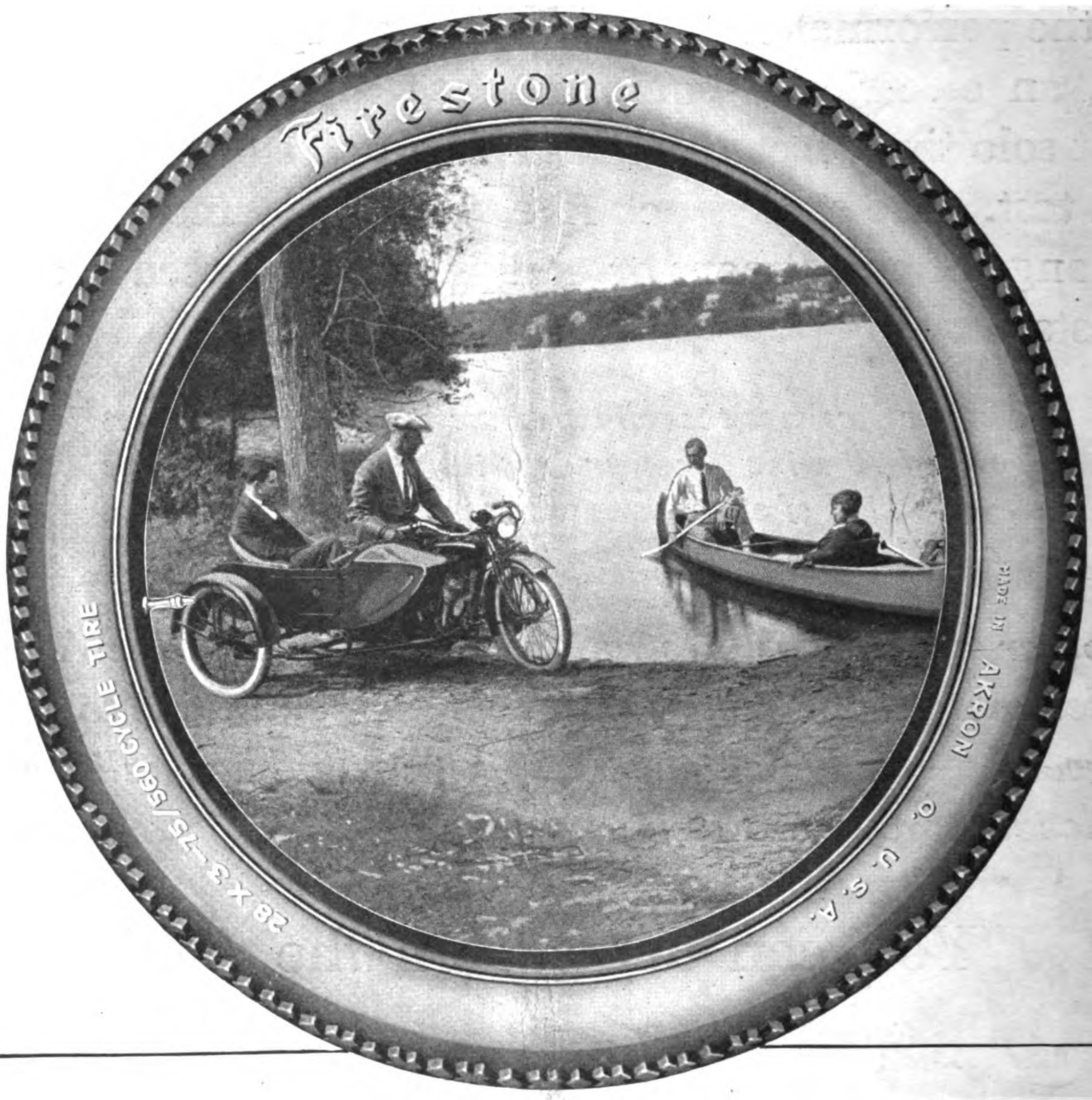

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With a motorcycle and side-car you can answer the beckoning lure of highways and by-ways; discover what lies at the end of the trail. Visit the woods and fields and streams, soon gorgeous with Autumn's scarlets and browns.

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Most Miles per Dollar

Firestone

MOTORCYCLE TIRES

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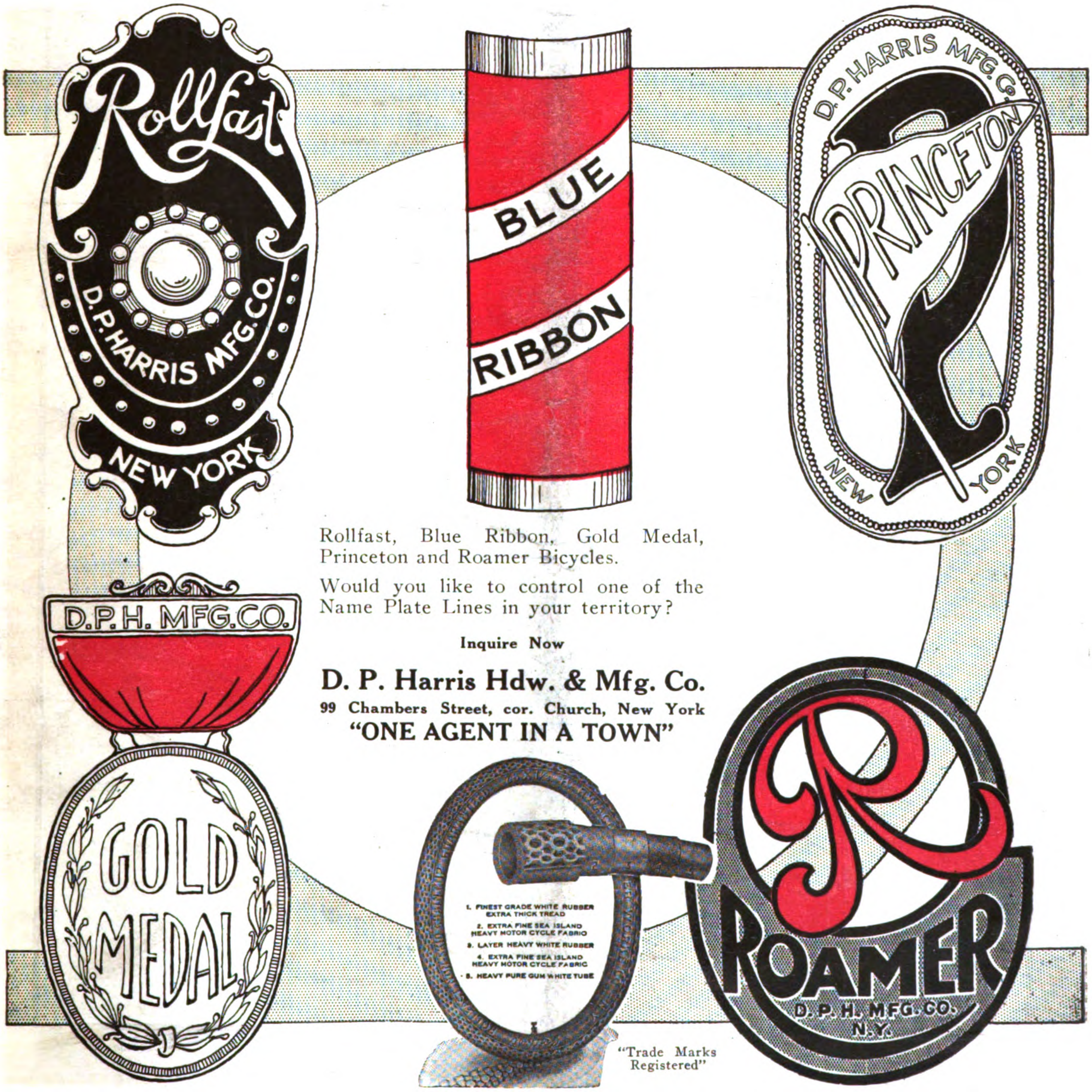
Motorcycle and Bicycle ILLUSTRATED

America's Greatest Cycling Magazine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EVERYWHERE the MORROW brake is known as a *superior* coaster brake, because of the definite advantages of its superior design. The MORROW design is right. These specific advantages make the MORROW popular with bicyclists and trade alike:

1. *Greater Braking Surface*
2. *More Ball Bearings*
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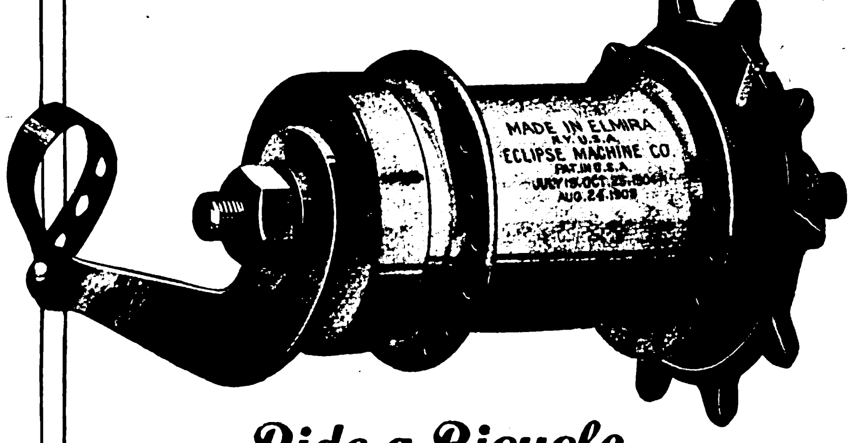
STURDY, SURE
COASTER BRAKE
With the SLOTTED SPROCKET

ECLIPSE MACHINE COMPANY
ELMIRA, NEW YORK



Ride a Bicycle

Motorcycle and Bicycle ILLUSTRATED

America's Greatest Cycling Magazine

Vol. 18 *September 21, 1922* *No. 38*

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It is the most economical money can buy—figured on mileage return on the investment.

It is the tire most in demand.

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"Best in the Long Run"

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It Was A Great Show—And A Great

DAYTON

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The Atlantic City Show was an inspiring success.

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We knew they would be captured heart and soul.

For the Davis Sewing Machine Company today has right prices on as fine a line of Bicycles as any factory can produce. And this is a combination that cannot be beaten.

Davis has rock-bottom prices—and we have set our list prices at a figure that nets a handsome margin of profit to the dealer.

The 1923 Davis-Made Bicycles are quality bicycles. They contain better materials, better workmanship, and better equipment than ever before.

No wonder those present at the big show indi-

THE DAVIS SEWING MACHINE CO.

DAYTON, OHIO

Triumph for Davis-Made Bicycles

cated their preference for the Davis-line of Bicycles by showering us with orders.

Now—

HOW ABOUT YOU?

Don't you want to sell a bicycle this year that—

—will net you a big profit?
—is a quality bicycle?
—has national prestige?
—is easy to sell?
—is backed by a concern known for rendering helpful service to dealers?
—is widely advertised?

Then you had better climb aboard the Davis band-wagon.

Better write us at once. Your territory may be open for one of the Davis lines.

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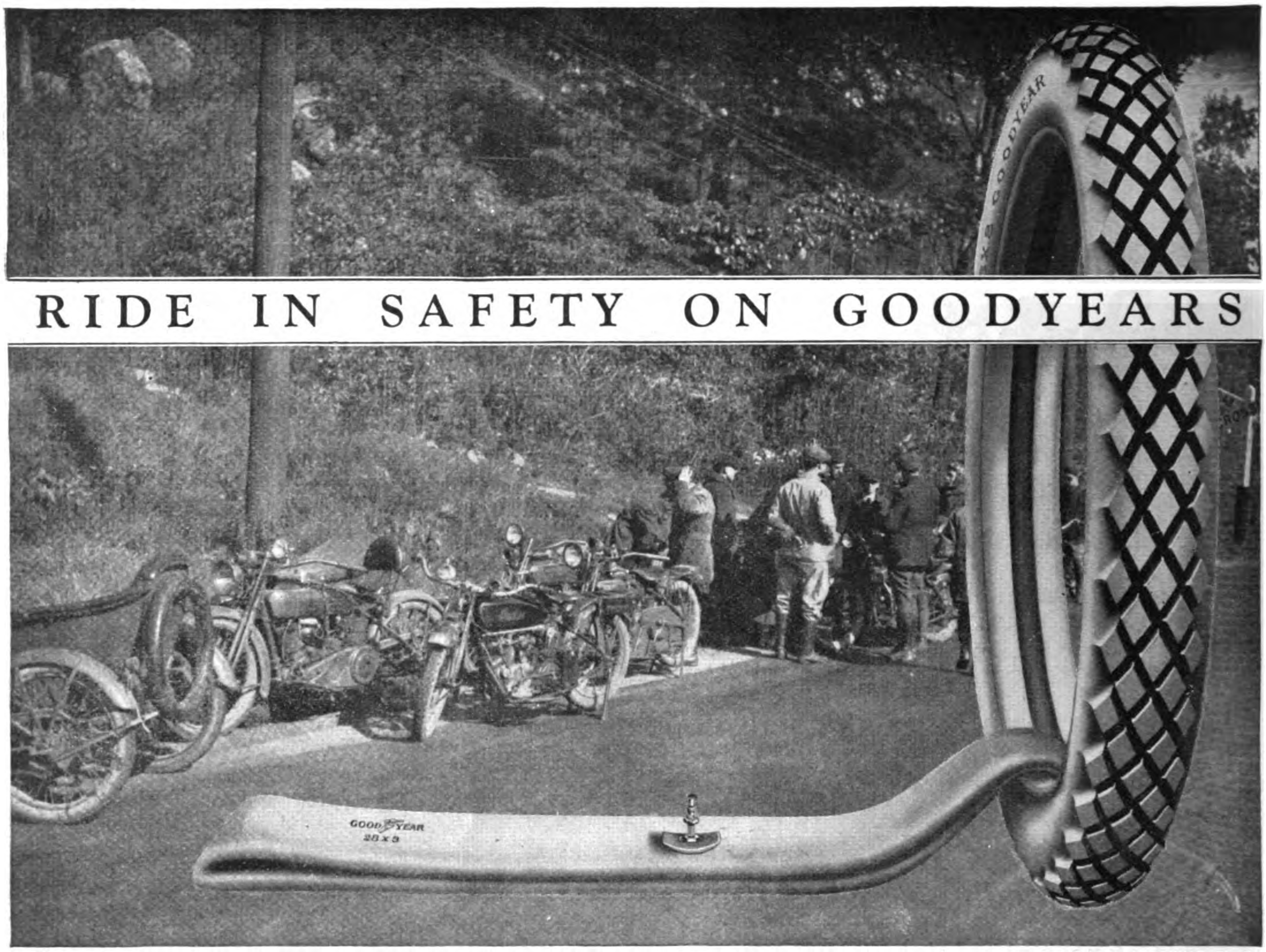
THE DAVIS SEWING MACHINE CO.

DAYTON, OHIO



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YOU can twist your throttle with a feeling of security if there are big, strong Goodyear Motorcycle Tires under you, for the famous All-Weather Tread holds fast and true to the road. Your wheels straighten out easily and surely as you swerve around ruts or stones.

And even if you ride through the rough spots, these large, buoyant tires take up the jolts, saving wear on rider and machine. Goodyear Motorcycle Tires are made from the same fine materials, with the same careful skill, and are as strong for their size as Goodyear Automobile Tires.

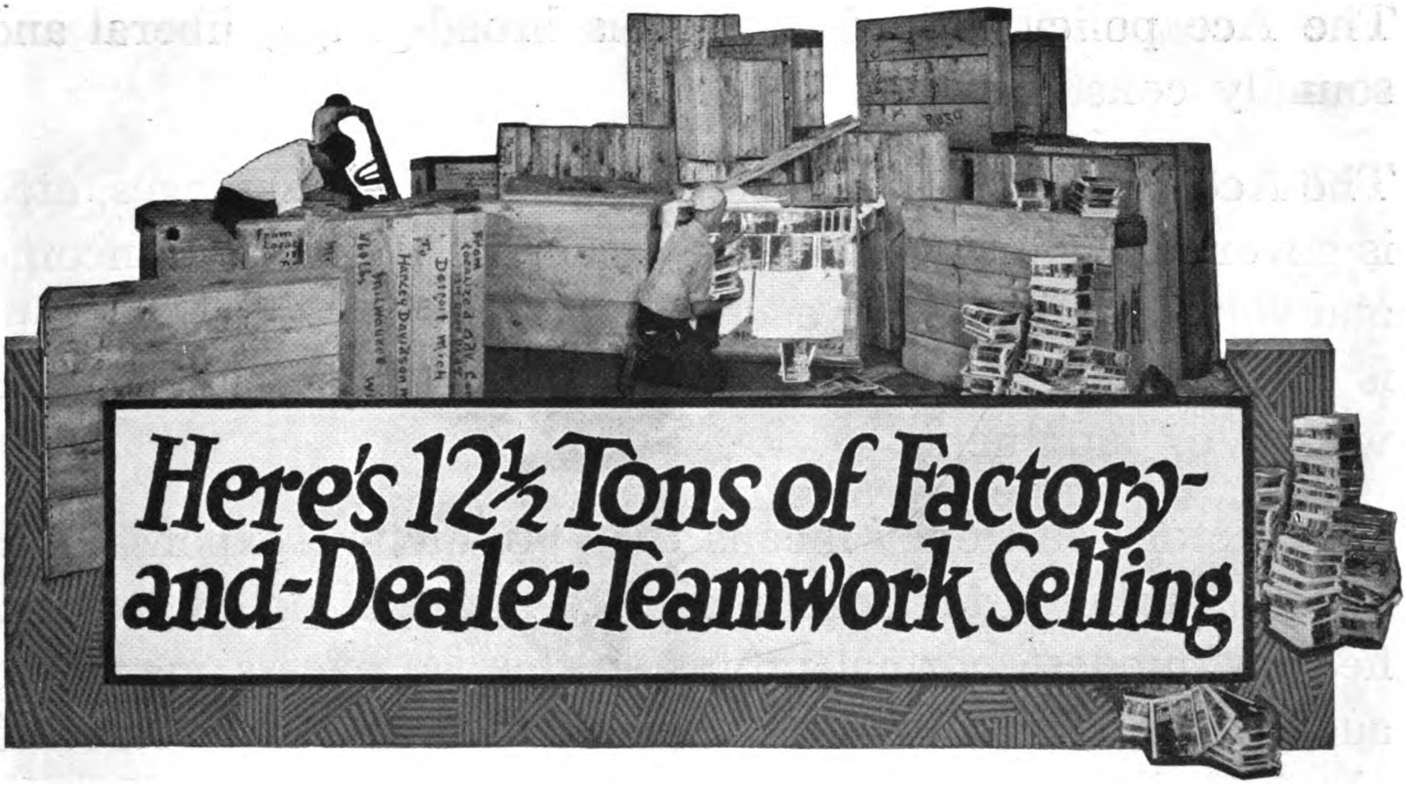
Remember that fact, especially at this season, for the tires you buy now must carry you over winter's rough roads, through snow and slush. When the going is bad, you want the safety, traction and mental ease that only Goodyears can give.

Ask your dealer for Goodyear Tires—and Goodyear Tubes.

Goodyear Means Good Wear

GOODYEAR

MOTORCYCLE TIRES



Here's 12½ Tons of Factory-and-Dealer Teamwork Selling

HERE'S another big example of Harley-Davidson factory-and-dealer teamwork that sells more motorcycles. Imagine the selling power and force of these almost half-million mailing pieces of the 1923 Harley-Davidson co-operative Direct Literature Campaign sent to 100,000 carefully selected prospects of Harley-Davidson dealers.

We're backing the 1923 Harley-Davidson, The New World's Champion, with the biggest selling through the mail campaign ever used by a motorcycle factory. We're giving our dealers the kind of selling teamwork that makes this *stock* champion, a *sales* champion.

Tell us to send you a complete set of the 1923 Harley-Davidson co-operative Direct Literature Campaign, together with information about profitable territory, now open. Address Desk A-2.

Harley-Davidson Motor Company, Milwaukee, Wisconsin

World's Largest Builders of Motorcycles and Sidecars

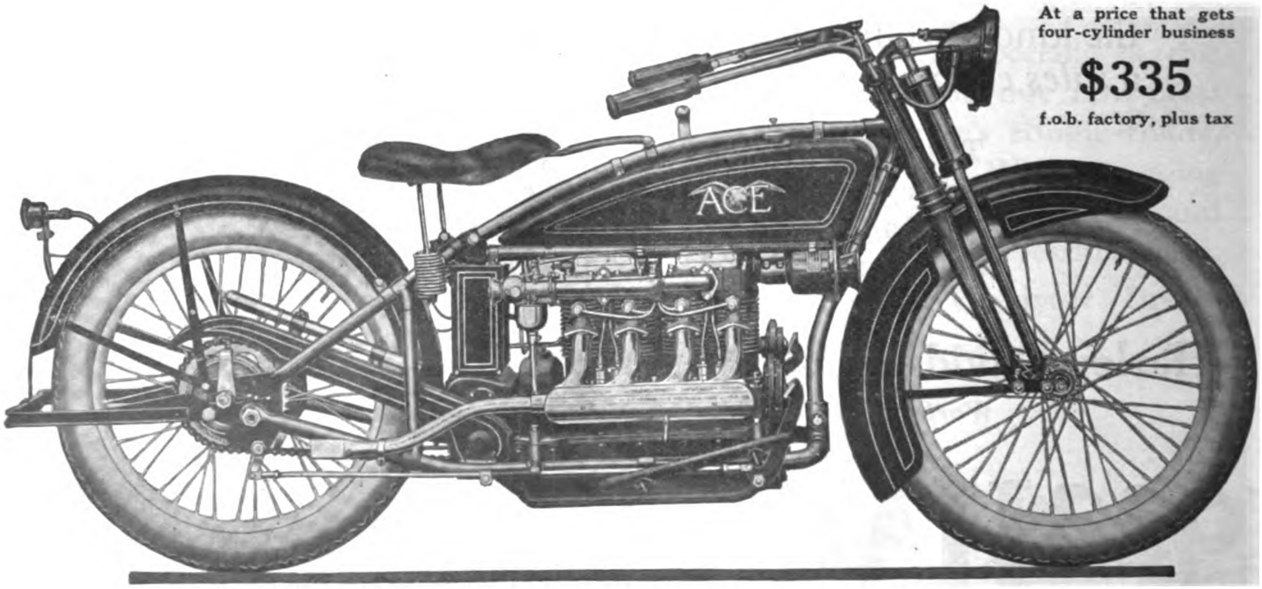
1923 HARLEY-DAVIDSON
The New World's Champion

The Ace policy toward dealers is broad-gauge, liberal and soundly constructive.

The Ace course with regard to prices, sales privileges, etc., is governed by a sincere desire to insure stability of income and volume of profit for each Ace dealer—no selfish attempt is made to dictate or to force action against the dealer's wishes or judgment.

Ace factory efficiency means that production expense goes into real value in the machine. Ace financial policy is satisfied by modest normal profits so that no excess margin is added to the price to make sales difficult for dealers. The aim in building the Ace dealer organization is to select the right man in each locality and to provide such effective co-operation and practical assistance as to insure his lasting success, so that no change of dealer franchise need be made from year to year.

Sign up with the Ace for permanent prosperity


At a price that gets four-cylinder business
$335
f.o.b. factory, plus tax
ACE

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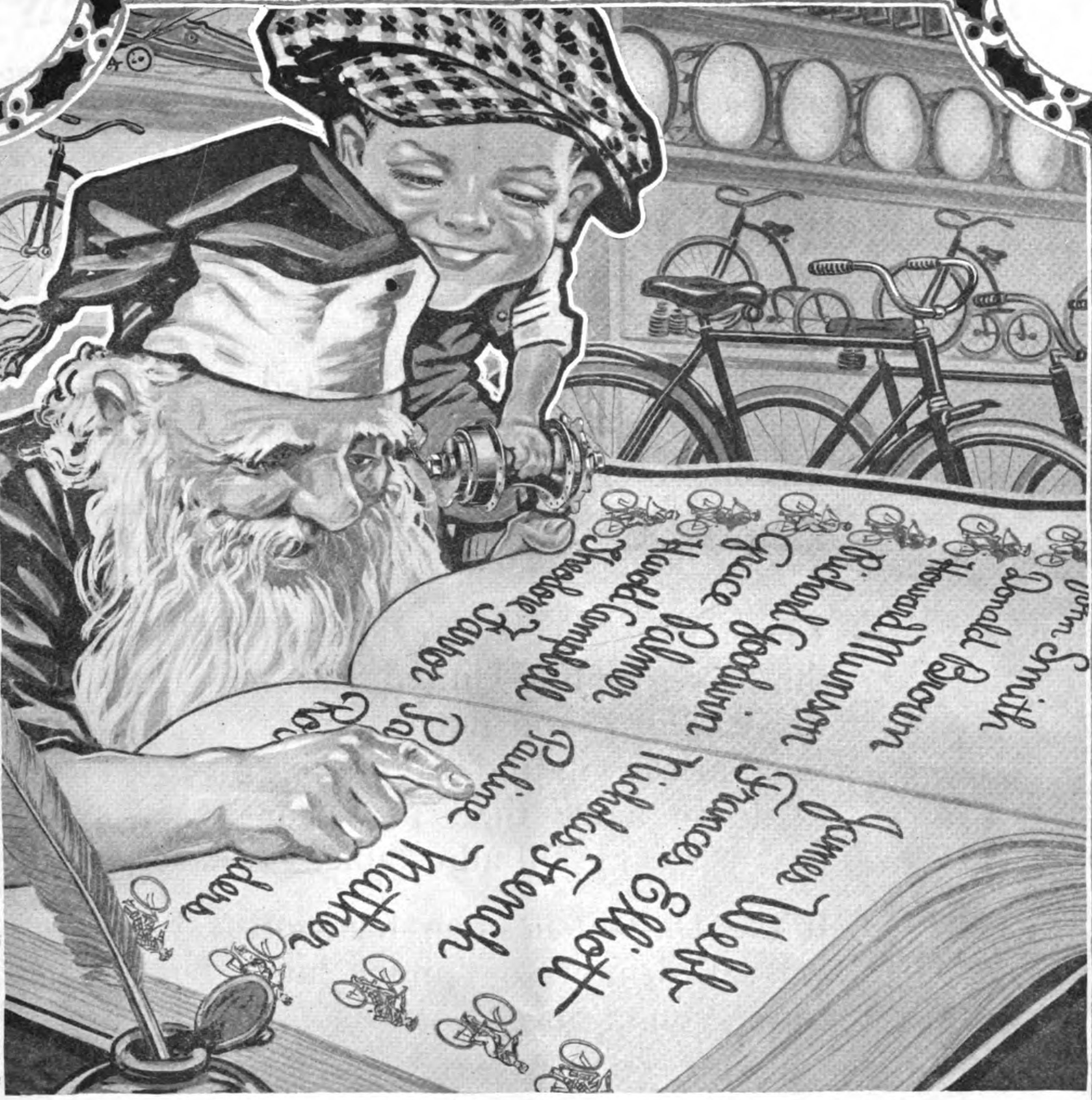
World's Largest Producer of Four-Cylinder Motorcycles

You saw it in Motorcycle and Bicycle Illustrated. Give us credit when you write to the advertiser.


John Smith
Donald Brown
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Richard Goodwin
Grace Palmer
Harold Campbell
Theodore Tabor
James Webb
Frances Elliott
Nicholas French
Pauline Mather

Bicycles are more popular than ever for Christmas gifts. Old Santa Claus has a big list of bicycle wants to fill.

The fact that New Departure Coaster Brakes have made bicycle riding safe, easy and pleasurable health-building exercise, is known throughout the land. Therefore, when you are ordering your bicycles for holiday selling, specify New Departure Coaster Brakes. Then write for the New Departure Christmas poster and special folders that will help you to interest boys and girls, parents, grandparents, big brothers, sisters, aunts and uncles, in buying bicycles for Christmas gifts.

THE NEW DEPARTURE MANUFACTURING COMPANY
Bristol, Connecticut

Of Immediate Importance to the Bicycle Tire Trade

THE improved line of United States Tires incorporates new features of the most vital interest to manufacturers, jobbers and dealers.

Those who have not examined the 1923 group of United States Bicycle Tires and noted the revised prices will find it profitable to do so while their plans for next year are still adjustable.

If the U. S. Salesman has not yet called, write or 'phone him to see you at once.

United States Bicycle Tires

United States Rubber Company

The Air Clears *at* Atlantic City

Trade Men Go Home From Annual Gathering Feeling Much Better Than When They Arrived
General Public and Dealer Attendance Poor

THE Cycle Trades of America convention at Atlantic City last week, which was augmented by a bicycle and accessories show on Garden Pier, a bicycle parade down the boardwalk (being the first time in history that bicycle riders were permitted on the walk), and the National championship races of the Amateur Bicycle League of America, was well attended by manufacturers and jobbers, but attracted so few dealers that the meetings of the National Cycle Dealers' Association which were scheduled for two days of the week were abandoned. Vice-President G. A. Wenige, who left a show in his home town at London, Ont., to attend the Atlantic City gathering, could not muster enough dealers to make a quorum, and so after two days of hard work he gave it up and went home disappointed.

General View of One End of the Bicycle and Accessories Show at Atlantic City Last Week

The meetings of the trade men were full of interest and of constructive benefit. Early in the week there was a strong undercurrent of unrest and disorganization, a feeling that "the war was on and the devil take the hindmost," engendered largely by the price situation, but before the week was over much of this disappeared and most of the manufacturers and jobbers went home feeling a whole lot better than when they came.

This was especially true of the jobbers, who seemed to come into their own. From their point of view the whole week was a distinct success, for from the time that Saunders Norvell in his address before the first general meeting on Tuesday, told the trade men that the local jobber was an economic necessity whose power and influence was steadily growing, until the close of the show the jobber was very much in evidence.

The show on Garden Pier, viewed as a show, was a most attractive display of bicycles and bicycle accessories. It was well worth while, but as an attraction to the general public it was a failure. Just how successful it was as a business proposition, from the standpoint of goods actually sold by the manufacturers to jobbers and dealers and by jobbers to the dealers, it is difficult to determine. Probably the best barometer of this will be the attitude taken by the manufacturers when it comes time to decide whether or not the show is to be made a feature of the 1923 convention.

The bicycle parade staged by Fred St. Onge, was an unqualified success. There is no doubt about it being made an annual feature.

The National Championships of the Amateur Bicycle League of America were successful and may or may not be held again next year in connection with the convention. Among the bicycle riders there is a sentiment in favor of holding the 1923 championships somewhere in the center of the country, perhaps in Toledo.

The first general meeting was held on Tuesday morning in the assembly room at the St. Charles Hotel, with Retiring President Horace M. Huffman of the Cycle Trades of America presiding. Executive Secretary H. J. McCarthy presented his annual report. This was published in the Sept. 14 issue of MOTORCYCLE AND BICYCLE ILLUSTRATED.

President Huffman paid the secretary a high compliment on the efficiency of his work and this was later backed up by the directors who reengaged McCarthy for another year.

Association Officers

NEW officers were elected by the Cycle Trades of America and also by the Bicycle Manufacturers' Association, Cycle Parts and Accessories Association, and the Cycle Jobbers' Association of America., during convention week at Atlantic City. The Motorcycle and Allied Trades Association, which is also a part of the Cycle Trades of America, does not elect until the first of next year. The officers of the various associations follow:

CYCLE TRADES OF AMERICA

President—L. N. Southmayd, Fisk Rubber Co., Chicopee Falls, Mass.

First Vice-President—R. J. Leacock, Leacock Sporting Goods Co., St. Louis, Mo.

Second Vice-President—A. E. Lonn, Great Western Mfg. Co., La Porte, Ind.

Treasurer—W. G. Shack, Emblem Mfg. Co., Angola, N. Y.

Secretary—Frank J. Weschler, Hendee Mfg. Co., Springfield, Mass.

Executive Secretary—H. J. McCarthy, 35 Warren Street, New York.

BICYCLE MANUFACTURERS' ASSOCIATION

President—John P. Fogarty, Westfield Mfg. Co., Westfield, Mass.

Vice-President—Julius P. Lonn, Great Western Mfg. Co., Laporte, Ind.

Secretary and Treasurer — W. G. Schack, Emblem Mfg. Co., Angola, N. Y.

C. T. A. Directors—A. E. Lonn, Great Western Mfg. Co.; W. G. Schack, John P. Fogarty.

CYCLE PARTS AND ACCESSORIES ASSOCIATION

President—Lou M. Wainwright, Diamond Chain & Mfg. Co., Indianapolis, Ind.

Vice-President and Treasurer—William J. Surre, Erie, Pa.

Secretary—Frank P. Chase, Frank Mossberg Co., Attleboro, Mass.

C. T. A. Directors—L. M. Wainwright, L. N. Southmayd, DeWitt Page.

CYCLE JOBBERS' ASSOCIATION OF AMERICA

President—R. J. Leacock, Leacock Sporting Goods Co., St. Louis, Mo.

Vice-President—L. J. Hood, Walthour & Hood, Atlanta, Ga.

Secretary and Treasurer—John W. Henry, Vim Cycle & Hardware Co., Buffalo, N. Y.

Association Directors—T. E. Martin, Henry Keidel & Co., Baltimore, Md.; H. P. Hansen, Chicago Cycle Supply Co., Chicago; George M. Port, Colonial Cycle Co., New York; Keyser Fry, Reading, Pa.; Frank Disch, New York Sporting Goods Co., New York.

C. T. A. Directors—R. J. Leacock, L. J. Hood, John Henry.

MOTORCYCLE AND ALLIED TRADES ASSOCIATION

President—George T. Brgigs, Wheeler Schebler Carbureter Co., Indianapolis. Ind.

Vice-President—Dan Wetzel, Williams Steel Wheel & Rim Co., Utica, N. Y.

Secretary—A. B. Coffman, 326 Madison avenue, Chicago, Ill.

Treasurer—Arthur Davidson, Harley-Davidson Motor Co., Milwaukee, Wis.

C. T. A. Directors—Frank J. Weschler, Hendee Mfg. Co., Springfield, Mass.; Arthur Davidson, A. B. Coffman.

Chairman John P. Fogarty of the Publicity Committee made a brief report, calling attention to the fact that the details of the work of the committee were embodied in Secretary McCarthy's report which was distributed in printed form.

He said the work of the committee had been limited by the lack of funds to the general newspaper campaign during the spring months and to the work of Fred St. Onge, in addition to the work performed in the secretary's office. All of these activities had, however, been very successful. St. Onge's work he characterized as "simply splendid."

Fred St. Onge followed with an enthusiastic report of his work for the past season which was backed up by two big scrapbooks full of newspaper clippings showing the wonderful publicity obtained in every city in which St. Onge has staged a parade. A more detailed report of his work will be found on another page.

Chairman A. R. Jacobson of the Board of Control of the Amateur Bicycle League of America, explained the activities of the league with such signal success that a special committee was appointed to draft resolutions of approval and transmit them to the league. The resolutions as passed follow:

Whereas, The Amateur Bicycle League of America has proved most successful in its work of promoting interest in cycling through amateur bicycle races and has so conducted the sport as to place it upon a sound, fair and honest basis, we, the members of the Cycle Trades of America, in convention assembled at Atlantic City on this 15th day of September, 1922, hereby

Resolved, That we strongly recommend this organization and its activities for the encouragement and support of manufacturers, jobbers and dealers in our industry, and be it further

Resolved, That we take occasion at this time to express our most sincere appreciation of the service and loyalty of the officers of the Amateur Bicycle League of America in the past several years during which the organization has functioned.

Chairman Frank P. Chase of the entertainment and arrangements committee, announced that several of the trade men, including Show Manager A. B. Coffman, came down early in order to be in a position to make a scientific report of the beauty contest held the week previous, but no report was rendered.

The speaker of the day was Saunders Norvell, and he told the trade men a lot of things that were not all sugar-coated but which were nevertheless appreciatively received. His address will be found in another part of this paper.

L. N. Southmayd, the newly-elected president of the C. T. A., presided at the second general meeting which was held Friday morning in the St. Charles assembly room. There has always been more or less trouble in getting the meetings started on time and despite the fact that valuable prizes were offered for promptness, this year was no exception. President Southmayd announced that hereafter when an hour was set for the opening of a meeting it would start if he was the only one present. We all hope he sticks to it.

Retiring President E. J. Lonn of the Bicycle Manufacturers' Association, bespoke the hearty co-operation of everyone in the trade for John P. Fogarty, the incoming executive, and urged that everyone pull together for the general good.

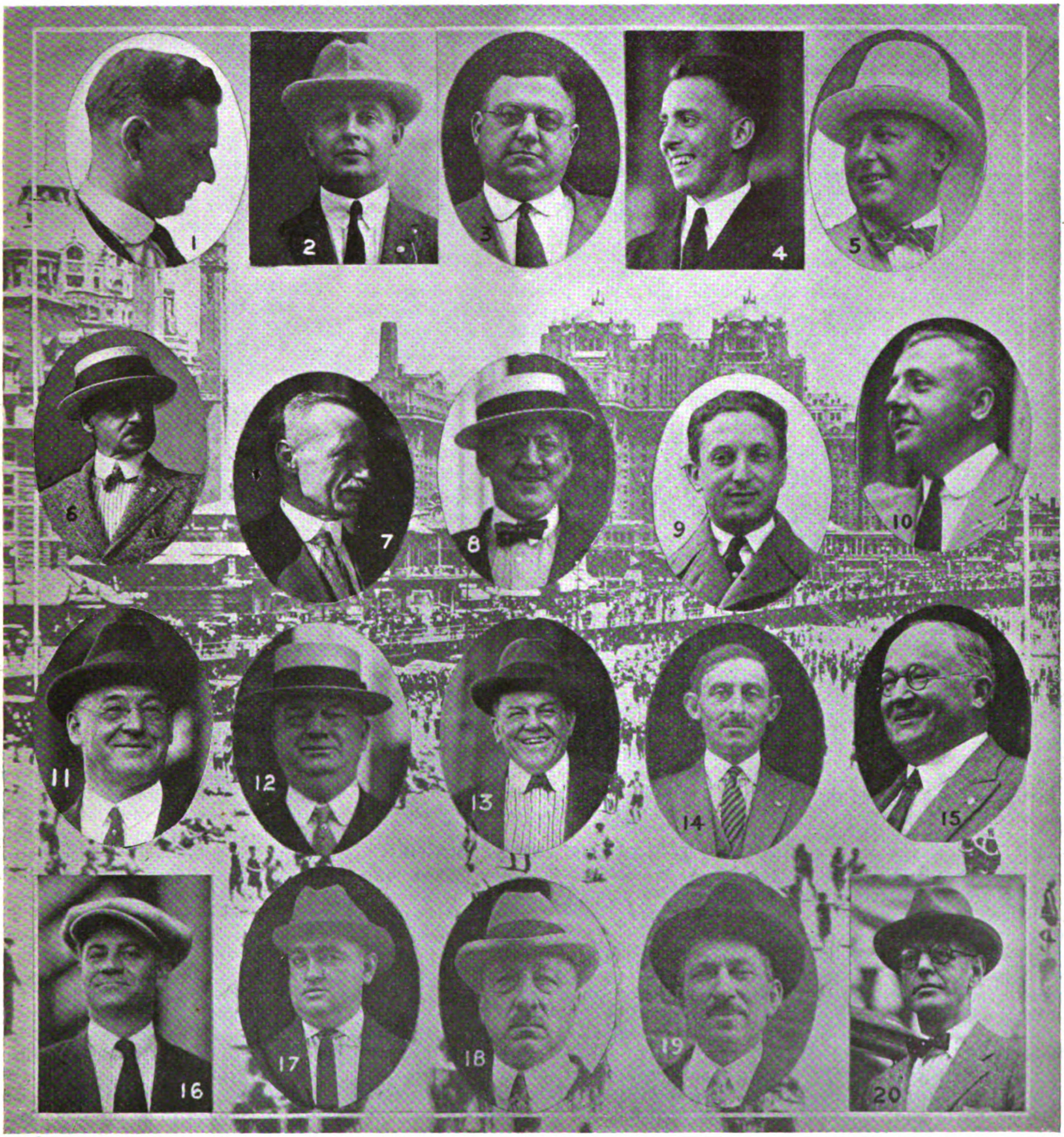
President Fogarty declared that small production and low prices do not go together, and advised jobbers, dealers and everybody to get out and hustle if they hoped for a continuance of the present reduced prices.

President R. J. Leacock of the Cycle Jobbers' Association declared that the jobbers were all set for a big year and that they would sell 100 per cent more than they did last year. "Good bicycles at fair prices can be sold in large volume, and we are going to do it," was his promise for the jobbers.

"Col." DeWitt Page commented on

(*Continued on page* 14)

Atlantic City Camera Shots at Cycle Trade Men



No. 1—Henry Bush. No. 2—O. J. Oberwegner. No. 3—Dan Wetzel. No. 4—W. E. Stauter. No. 5—Herbert F. L. Funke. No. 6—C. A. Persons. No. 7—Henry Messinger. No. 8—B. A. Edgar. No. 9—Harry Perlman. No. 10—Martin Cabana. No. 11—R. J. Leacock. No. 12—Wm. A. Owens. No. 13—Jesse Edwards. No. 14—Samuel Evans. No. 15—M. J. Horton. No. 16—H. J. Pruett. No. 17—H. P. Fanning. No. 18—F. H. Harris. No. 19—D. P. Harris. No. 20—C. E. Morehouse

THE AIR CLEARS AT ATLANTIC CITY

(Continued from page 12)

the changed atmosphere from the first of the week when everybody seemed to be at loggerheads, to that of the closing days when the air was cleared and all were set for a year of co-operation. He quoted and endorsed President Southmayd's statement that "not competition but co-operation" is the life of trade. He told the jobbers that they had nothing to worry about and not to be troubled over the talk that the manufacturers were losing money, not to let that idea slow down their efforts to sell bicycles, but go right ahead and sell all they could, for the bicycle manufacturers would manage some way not to lose a great deal of money. The pendulum which had swung too far on the high side during and after the war, he said, had probably swung too far the other way at present, but it would reach the proper place in due time. He took a dig at the manufacturers for their failure to have more and finer displays in the St. Onge parade, saying they were asleep on the job to allow such a fine opportunity for publicity to get away from them.

President George T. Briggs of the M. and A. T. A. announced that the motorcycle business was going fine and invited everyone present to come to the New York show next February.

Lou Wainwright, incoming president of the Cycle Parts and Accessories' Association, was chock full of optimism and enthusiasm. He said that he was entering his 43rd year in the bicycle field and never felt more optimistic than at present. This country, he insisted, should absorb 1,000,000 bicycles a year. President Fogarty of the Bicycle Manufacturers' Association paid a tribute to Retiring President Horace M. Huffman of the C. T. A., and moved the appointment of a committee to prepare suitable resolutions, which was unanimously passed. Mr. Fogarty, H. J. Pruett and DeWitt Page were named by the chairman as members of the committee.

In conclusion President Southmayd reminded the association members that "no association is any good unless you associate," and adjourned the convention until next year.

WAINWRIGHT HEADS CYCLE PARTS

THE most important thing that the Cycle Parts and Accessories' Association did at its meeting during the Atlantic City convention was the election of Lou M. Wainwright as president. He was also chosen as a director for the three-year term. President Wainwright is not a novice at the head of the association, having served in that same capacity several times in past years. His election means that there is going to be a lot of pep in the association meetings of the future.

William Surre was elected to the offices of vice-president and treasurer, it having been decided to combine them. The "slate" that went over was nominated by a committee composed of M. H. Tisne, J. W. Brandt and George W. Shively.

In his "swan song," Retiring President L. N. Southmayd, who moves up to the presidency of the C. T. A., expressed confidence that everyone would work in harmony. He declared that "co-operation, not competition," was the life of trade. A rising vote of thanks was tendered Mr. Southmayd.

The resignations of the National Screw & Tack Co., Standard Steel Bearing Co. and Briggs & Stratton Co. were accepted, as they are no longer in the field. Action was deferred on resignations of the Elyria Iron & Steel Co. and the Rose Manufacturing Co.

The application of the Mac-Con Products Co., Inc. for membership was favorably voted upon.

A. G. UNDERWOOD OF GOODRICH

A. G. UNDERWOOD, who has recently been placed at the head of the bicycle, motorcycle and accessories' department of the B. F. Goodrich Rubber Co., headed the company's delegation at the show. While he is not a new man with the Goodrich company, having been a district manager since 1919, he is almost new in his present position. As district manager he served in Seattle, Minneapolis and Milwaukee and as a result of his experience in that capacity has a comprehensive understanding of the requirements of the trade. He is a broad man in more ways than one, shoulders included. His customers will find him accommodating and fair; his competitors, aggressive and above board.

THE CLARK HOME TRAINER

AN exhibit at the show that brought out much favor and comment was the Clark Home Trainer, which occupied part of the Excelsior Cycle Co. space. The trainer is made by the Clark Cycle Co., Benton Harbor, Mich. E. O. Clark, the inventor, says that the trainer is fitted with annular bearings throughout and claims that the trainer will stand any speed any man can make. The trainer was "born" because he believed that it would be good advertising and he could not get one. He built his first one and he claims that his bicycle business has doubled. He states that he lays his increased bicycle business to the fact that he got all the boys in town and the neighboring towns in his store to try the trainer, and he believes that in no way can money be spent by bicycle dealers in a more advantageous manner than by purchasing a home trainer so the lads can get the use out of it. He has tried and he says it has paid him well.

BICYCLE MANUFACTURERS ELECT

THE Bicycle Manufacturers' Association held a brief business session at which the following officers were elected: President, John P. Fogarty; Vice-President, Julius P. Lonn; Secretary and Treasurer, W. G. Schack.

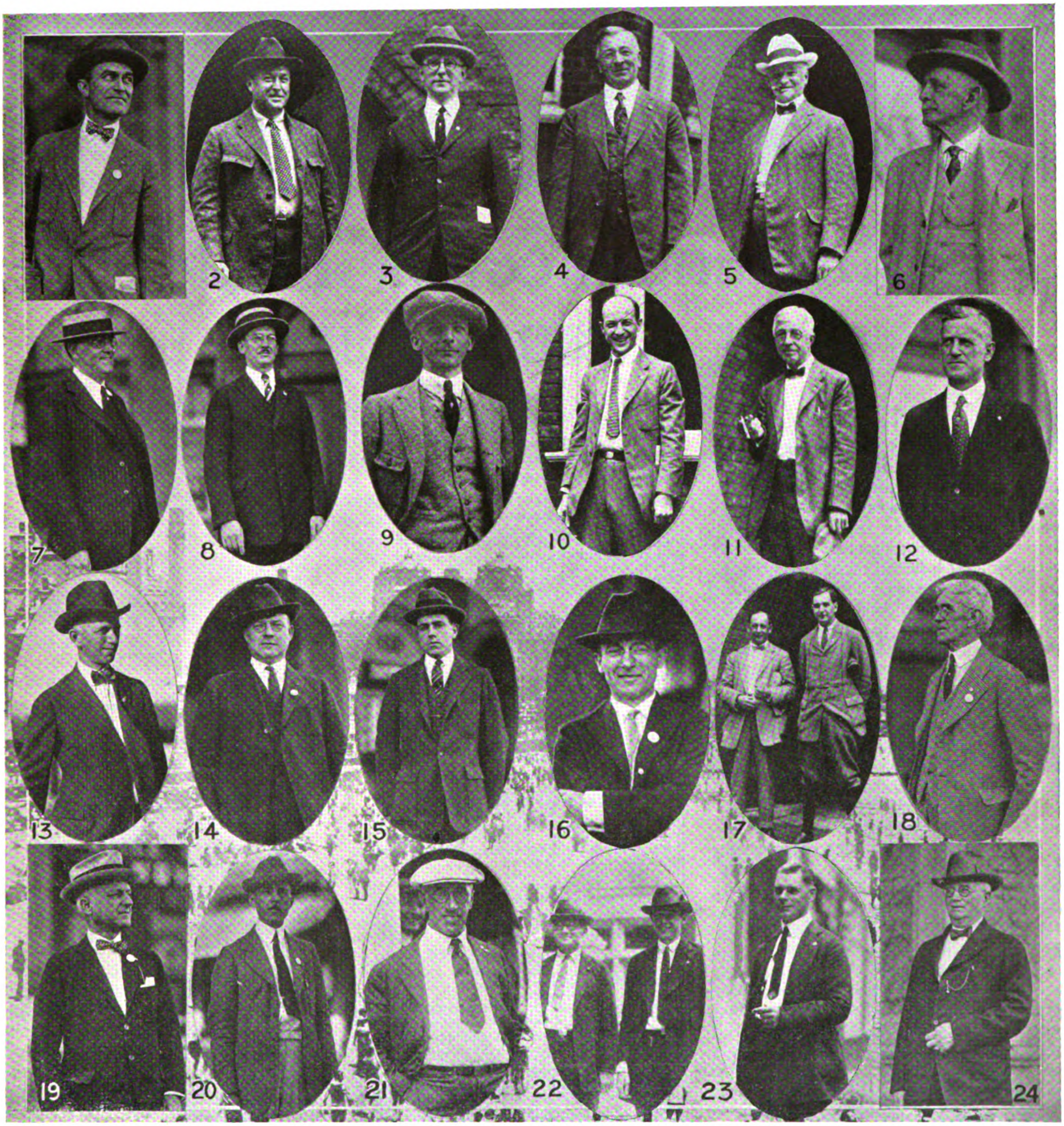
The election of Mr. Schack as secretary as well as treasurer, followed the resignation of Secretary Joseph Goodman who has served the association for several years, as a paid executive secretary. Mr. Goodman told the manufacturers that his other interests were taking considerable more time than formerly and he wasn't getting as much time for his golf as he would like, and asked them to release him. It was decided, for the present, at least, to combine the offices of secretary and treasurer, and Mr. Schack consented to add the secretary's duties to those of handling the association funds which he has performed for several years past.

No decision was reached as to repeating the show at Atlantic City in 1923, this being left for a meeting to be held later when a more careful analysis of the results of the 1922 show can be made.

THE NEW DAYTON MODEL

A SPECIAL racing model that will be made in Dayton and Davis lines only, was on exhibition at the Davis Sewing Machine Company's booth at the Atlantic City show. The new model is special made throughout. Frames are of 22-guage nickel steel tubing with special crank hanger. Rear stays are made exceptionally strong. The outside-joint method of manufacture makes a pleasing looking model as well as strong and rigid where strength and rigidness are needed. The seat post is of the binder style with non-adjustable racing bar, but three bars are available for choice by the user. A new style hub with oil cups is also supplied. Palmer tires are supplied. The frames come in 21-inch sizes and 6½-inch cranks are used. Gears, of course, are optional. The wheel will weigh about 23 pounds. This model is claimed to be the first American-built racing mount and it is built entirely in the Davis factory with the exception of the saddle, which is a Persons' of special racing design. No delivery on this mount can be made until January 1.

Posed and Unposed Portraits of Cycle Trade Men



No. 1—A. B. Coffman. No. 2—Stanley Wilson. No. 3—Sam Monroe. No. 4—O. Ling. No. 5—W. G. Schack. No. 6—Clinton Lovell. No. 7—C. F. Olin. No. 8—A. E. Caldwell. No. 9—J. A. Yates. No 10—H. J. McCauley. No. 11—T. N. Biddle. No. 12—Louis Schwab. No. 13—W. B. Stephenson. No. 14—A. G. Underwood. No. 15—R. O. Mead. No. 16—S. C. Hurley. No. 17—Alexander Sciasson and son. No. 18—Charles E. Weaver. No. 19—Lee Steinfeld. No. 20—M. H. Tisne. No. 21—W. J. Surre. No. 22—Edgar Boren, Sr., and Jr. No. 23—H. G. Pauer. No. 24—Roscoe Bean

PHOTO
ATLANTIC FOTO SERVICE

Good Attendance of Trade Men at Atlantic City

THE attendance at the Atlantic City Convention this year was better than had been expected. Despite the fact that only three of the trade associations comprising the Cycle Trades of America were officially in attendance there were registered at St. Charles Hotel headquarters and listed on the official bulletin nearly 200 trade men and forty ladies. The Motorcycle and Allied Trades Association which did not meet with the other associations this year was not entirely absent. Quite a few of its members were there as individuals, among them being President George T. Briggs, Vice-President Dan Wetzel, Treasurer Arthur Davidson, Secretary A. D. Coffman, and Directors A. C. Rice, Max Sladkin and J. B. McNaughton.

As usual the Cycle Parts and Accessories' Association carried off the honors for the greatest number registered. The jobbers were next and the bicycle manufacturers third. There was also a long list of registrations from affiliated companies who do not belong to either of the three associations.

The official register follows:

BICYCLE MANUFACTURERS' ASSOCIATION

Bachelder, Arthur L.; Great Western Mfg. Co.
Boren, Edgar; Miami Cycle Mfg. Co.
Boren, Edgar, Jr., Miami Cycle Mfg. Co.
Curtis, A. P.; Iver Johnson Arms & Cycle Co.
Edgar, B. A.; Westfield Mfg. Co.
Fogarty, C. J.; Westfield Mfg. Co.
Fogarty, J. P.; Westfield Mfg. Co.
Foster, W. M. C.; Mead Cycle Co.
Gleisman, H. A.; Miami Cycle & Mfg. Co.
Harden, L. D.; Westfield Mfg. Co.
Kirk, H. N.; Arnold, Schwinn & Co.
Larmon, Park J.; Mead Cycle Co.
Leng, Edw. H.; Great Western Mfg. Co.
Lonn, A. E.; Great Western Mfg. Co.
Munroe, Sam; Arnold, Schwinn & Co.
Oberwegner, O. J.; Davis Sewing Machine Co.
Pauer, H. G.; Pierce Cycle Co.
Pritchard, Geo. C.; Great Western Mfg. Co.
Pruett, H. J.; Excelsior Cycle Co.
Stauter, W. E.; Davis Sewing Machine Co.
Schack, Wm. G.; Emblem Mfg. Co.
Wadsworth, H. L.; Iver Johnson Arms & Cycle Co.
Yates, J. A.; Davis Sewing Machine Co.

CYCLE JOBBERS' ASSOCIATION OF AMERICA

Aird, Edw.; Colonial Cycle Co.
Bush, Robt. W.; Swartz & Co.
Cohen, Nat C.; Goodby Rankin Co.
Corey, Chas. F.; Hub Cycle Co.
Disch, Frank; N. Y. Sporting Goods Co.
Evens, Nathan; Perlman Cycle Co.
Fry, Keyser.
Gibson, John W.; Canada Cycle & Mo. Co.
Goldberg, S.; City Supply Co.
Gottlieb, Dave; City Supply Co.
Greiss, Robt. C.; Geo. H. Greiss Co.
Greiss, Jr., Geo. G.; Geo. H. Greiss Co.
Greiss, Geo. H.; Geo. H. Greiss Co.
Hansen, H. P.; Chicago Cycle & Supply Co.
Henry, John W.; Vim Cycle & Hdw. Co.
Hood, L. J.; Walthour & Hood Co.
Karutz, Fredk.; Supplee-Biddle Hdw. Co.
Kellner, C. J.; Haverford Cycle Co.
Leacock, Robt. J.; Leacock Sporting Goods Co.
Leaman, C. H.; Broadway Cycle Co.
Martin, T. E.; Henry Keidel & Co.
Morgan, Roger E.; Broadway Cycle Co.
Owens, Wm. A.; Coggins & Owens.
Perlman, Harry; Perlman Cycle Co.
Pope, John F.; N. Y. Sporting Goods Co.
Port, Geo. M.; Colonial Cycle Co.
Rawlinson, J. H.; Hyslop Bros., Ltd.
Ray, Ermin L.; Al. Ray Co.
Rivers, A. D.; Toledo Rubber Co.
Roosevelt, Geo. M.; Roosevelt Cycle & Supply Co.
Scaison, Alexander; Progressive Cycle Co.
Sheppard, Geo. H.; Humphrey Bicycle & Motor Co.
Simburg, A. B.; Baker, Murry & Imbrie.
Smith, Geo. C.; J. W. Grady & Co.
Tozier, Harry; The Jas. Bailey Co.

CYCLE PARTS AND ACCESSORIES ASSOCIATION

Addams, C. D.; Bearings Co. of America.
Annable, Jas. S.; Buffalo Specialty Co.
Baldwin, E. E.; Corbin Screw Corporation.
Battey, Fay H.; Crosby Co.
Biddle, T. N.; Eclipse Machine Co.
Bradley, C. I.; Fisk Tire Co.
Brandt, J. W.; Troxel.
Brandenburg, J. I.; N. Y. Sporting Goods Co.
Brooks, J. H.; Bridgeport Brass Co.
Bush, Henry; Eclipse Machine Co.
Cabana, Martin J.; Buffalo Specialty Co.
Caldwell, A. E.; Continental Rubber Works.
Chase, Frank P.; Frank Mossberg Co.
Conklin, J. Howell; Bevin Bros. Mfg. Co.
Cooke, H. A.; D. P. Harris Hdw. & Mfg. Co.
Davis, Robt. W.; Continental Rubber Works.
Dick, R. W.; Louis Rastetter & Sons.
Dillman, Chas. A.; Delta Electric Co.
Doon, Jas. W.; K. & C. Mfg. Co.
Dougherty, Frank J.; Federal Rubber Co.
Fanning, H. P.; Eclipse Machine Co.
Ferguson, J. C.; Eclipse Machine Co.
Ferguson, Wm. H.; The Metal Ball Co.
Githens, H. A.; Federal Rubber Co.
Green, W. R.; International Stamping Co.
Griffith, A. E.; New Departure Mfg. Co.
Hall, Geo. R.; Indiana Rubber & Ins. Wire Co.
Hamilton, G. H.; Federal Rubber Co.
Harris, De Lancey P.; D. P. Harris Hdw. & Mfg. Co.
Hoins, Chas. C., Jr.; D. P. Harris Hdw. Co.
Horton, M. J.; New Departure Mfg. Co.
Hurley, S. C.; Diamond Chain Co.
Kirwin, Emanuel; D. P. Harris Hdw. & Mfg. Co.
Knapp, E. Frost; Torrington Co.
Landis, James M.; Stevens & Co.
Lobdell, E. J.; American Wood Rim Co.
Lovell, Clinton; K. & C. Mfg. Co.
McGrath, Wm. L.; Eclipse Machine Co.
Mead, Richard O.; American Wood Rim Co.
Merrill, Rolland; Pennsylvania Rubber Co.
Mesinger, Henry; H. & F. Mesinger Mfg. Co.
Mesinger, Wm. F.; H. & F. Mesinger Mfg. Co.
Maher, Geo. A.; C. M. Hall Lamp Co.
Mink, E. W.; New Departure Mfg. Co.
Montague, Roger H.; Persons-Majestic Co.
Morehouse, C. E.; Torrington Co.
Olin, Chas. F.; New Departure Mfg. Co.
Page, DeWitt; New Departure Mfg. Co.
Persons, Charles A.; Persons-Majestic Co.
Pierce, Fred K.; Reading Saddle & Mfg. Co.
Printz, D. F.; Reading Saddle & Mfg. Co.
Purple, Mayo S.; Bevin Bros. Mfg. Co.
Richards, Jos. G.; Stevens & Co.
Robbins, Thos.; Seiss Mfg. Co.
Rogers, W. E.; New Departure Mfg. Co.
Sampsell, Paul L.; The Tiley-Pratt Co.
Schwab, Louis; Stevens & Co.
Shiveley, Geo. W.; Pennsylvania Rubber Co.
Sigourney, L. G.; New Departure Mfg. Co.
Smith, Frederick A.; F. A. Smith Mfg. Co.
Snowman, B. W.; Continental Rubber Works.
Southmayd, L. N.; Fisk Tire Co.
Spraker, D. L.; Kokomo Rubber Co.
Starr, Ambrose M.; Starr Bros. Bell Co.
Stephenson, Walter B.; Delta Electric Co.
Straub, Jack L.; Bearings Co. of America.
Surre, W. J.; Manhattan Rubber Mfg. Co.; Gillette Rubber Co.
Talty, J. E.; Racine Rubber Co.
Tait, J. M.; Federal Rubber Co.
Tiley, Chas. A.; Tiley-Pratt Co.
Tiley, Chas. B.; Tiley-Pratt Co.
Tiley, Morton E.; Tiley-Pratt Co.
Tisne, M. H.; A. Schrader's Sons, Inc.
Underwood, A. G.; B. F. Goodrich Rubber Co.
Wainwright, L. M.; Diamond Chain Mfg. Co.

(Continued on page 17)

The Jobbers are in *the* Saddle

THE Cycle Jobbers' Association of America held several enthusiastic meetings during the Atlantic City Show and Convention week. In fact the jobbers appeared to be unusually optimistic and free from internal disagreements and dissension this year. They were smiling and happy from the time that Saunders Norvell, who addressed the first general trade meeting on Tuesday morning, told the trade men assembled in the St. Charles Hotel, that the local jobber was becoming more and more important in all fields, until they shook hands and said "See you at the New York show next February," at the close of the convention.

It was a jobbers' week. The first day of the show on Garden Pier was exclusively theirs, and for that matter pretty much all the other days were theirs also.

Among the important things accomplished during the week was a strong amalgamation between the Jobbers and the Cycle Parts men. They came to an understanding for much closer co-operation than heretofore. Long-standing sore spots were healed and the stage set for hearty co-operation all along the line. Thirty different jobbing firms were represented at the different meetings held during the week, and all pledged their unqualified support to the association program.

Three new concerns were admitted to membership: Gottlieb & Barnett of New York, The Bickerstaff Co. of Richmond, Va., and Brazelton, Wessendorf & Nelms, of Houston, Tex.

President R. J. Leacock presided and issued a message of co-operation to the dealers. "We want the dealers to feel that the jobbers are back of them and will assist them in every way," he said. "Our traveling men will be more active than ever. We want the dealers to feel free to call on us at all times for assistance, advice and co-operation. We want them to know that the jobbers realize our interests are mutual and that it is only by working in harmony that we can all prosper. Business is going to be good, sales are not going to be as hard to make, but we do not intend to lessen our efforts to be of assistance to the dealers because of this. On the contrary we shall increase them."

The following directors were elected: T. E. Martin, H. P. Hansen, George M. Port, Keyser Fry, Frank Disch. President R. J. Leacock, Vice-President L. J. Hood, and Secretary-Treasurer John W. Henry were reelected for another year.

GOOD ATTENDANCE

(Continued from page 16)

Waldo, W. C.; Veeder Mfg. Co.
Watson, E. H.; D. P. Harris Hdw. & Mfg. Co.
Weaver, Chas. E.; Kelly Handle Bar Co.
Wetzel, Daniel H.; Williams Rim Co.
Wield, William; Fisk Tire Co., Inc.
Winters, J. F.; Eclipse Mfg. Co.

MISCELLANEOUS

Agins, I. R.; J. B. Oglaend, Inc.
Alexander, Russell D.; Spokane Cycle Co.
Baragert, Walter A.; Motorcycle & Bicycle Illustrated.
Barnett, Samuel; Gottlieb & Barnett.
Bickerstaff, Jos. L.; J. L. Bickerstaff & Sons.
Callender, W. D.; Motorcycling & Bicycling.
Coffman, A. B.; Show Manager.
Evens, Samuel; Royal Supply Mfg. Co.
Funke, H. F. L.; H. F. L. Funke Co.
Goodman, Jos.; B. M. A.
Hays, Theodore F.; Handy-Bike Corporation.
Huffman, H. M.; Dayton Steel Racquet Co.
Jacobson, A. R.; Chairman Board of Control, Amateur Bicycle League of America.
Kreutzberg, E. Wm.; Motorcycling & Bicyling.
Ling, O.; J. B. Oglaend, Inc.
Mayor, Wm. B.; Motorcycling & Bicycling.
McCarthy, Harry J.; Secretary Cycle Trades of America.
McCauley, H. J.; Mac-Con Products, Inc.
McGee, Russel; Dayton Steel Racquet Co.
Meyers, David; Motorcycle & Bicycle Illustrated.
Meyers, Frank; Motorcycle & Bicycle Illustrated.
Murthey, Elmore S.; Sprague Publishing Co.
Parsons, W. H.; Motorcycle & Bicycle Illustrated.
Rand, John B.; B. & C. Mfg. Co.
Rice, A. C.; Cyclemotor Corp.
Scalson, Karl; B. & C. Mfg. Co.
St. Onge, Fred.; Activity Agent of Publicity, Cycle Trades of America.
Sullivan, T. J.; Motorcycling & Bicycling.
Teal, Edw. Hall; H. P. Snyder Mfg. Co.
Williams, Geo. C.; Motorcycle & Bicycle Illustrated.

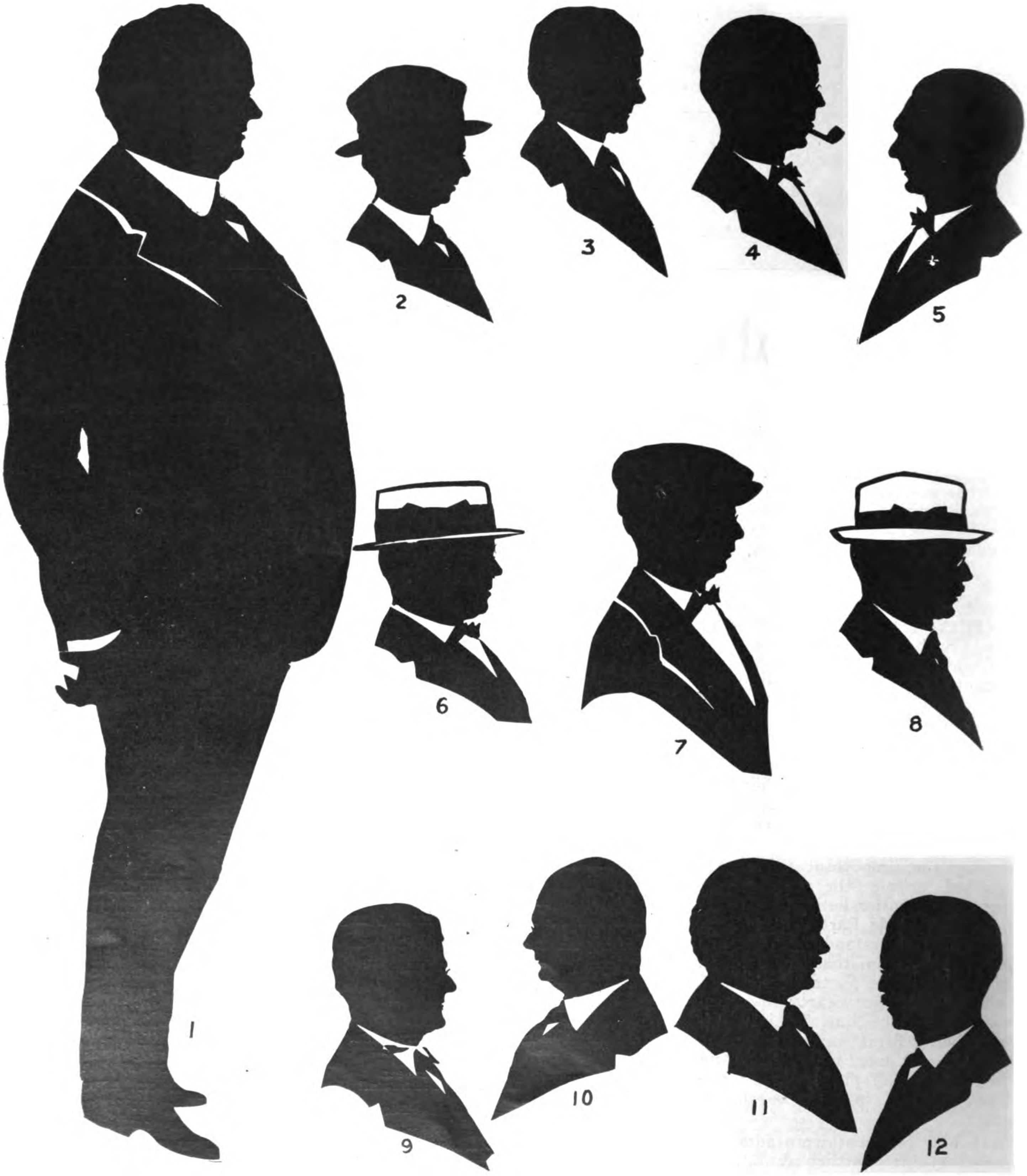
LADIES WHO WERE PRESENT

Mrs. Edw. Aird, Mrs. Russell Alexander, Mrs. S. Barnett, Mrs. T. N. Biddle, Miss Helen E. Biddle, Mrs. J. Brandenberg, Mrs. Martin Cabana, Mrs. Frank T. Chase, Mrs. R. W. Dick, Mrs. Keyser Fry, Mrs. J. W. Gibson, Mrs. Jos. Goodman, Mrs. D. Gottlieb, Mrs. G. H. Greiss and daughter, Mrs. W. H. Grover, Mrs. John Henry, Mrs. H. P. Hansen, Mrs. E. H. Leng, Mrs. E. J. Lonn, Mrs. W. L. McGrath, Mrs. R. Merrie, Mrs. D. Meyers, Miss Nan Page, Mrs. DeWitt Page, Mrs. Chas. Persons, Mrs. Geo. Port, Mrs. B. M. Port, Mrs. Geo. Pritchard, Mrs. Ray, Mrs. A. Cowles Rice, Mrs. Chas. Sauer, Mrs. L. J. Sigourney, Mrs. G. W. Shively, Mrs. J. Straub, Mrs. M. H. Tisne, Mrs. Charles E. Weaver, Mrs. Weller.

HOW WHITING SELLS CARBURETORS

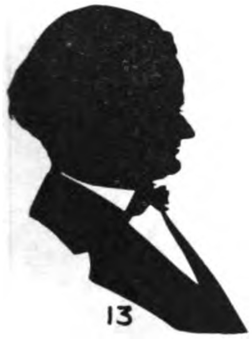
WHEN a customer comes in and his machine is not hitting properly, due to several reasons, such as improperly adjusted or old and worn-out carburetors," writes W. W. Whiting, of Denver, "I promptly get his permission to let me install a new one, no charge. It only takes a few minutes. Then I hop in the sidecar and let him drive it out around the park and back, calling his attention to how much smoother and more satisfactorily the new carburetor works, its quicker acceleration, throttling down slow, hitting perfectly at low speed, not forgetting, of course, the big saving in gasoline consumption. He gets the point and by the time we get back to the store the driver invariably says 'How much do I owe you for that new carburetor?' "

Cycle Trade Men *in* Silhouette



Here are twenty-four well-known Cycle Trade Men in Silhouette, posed especially for Motorcycle and Bicycle Illustrated. Write down the names of those you think you recognize and then turn to Page 20 and see how near you have come to naming them all.

How Many Do *You* Recognize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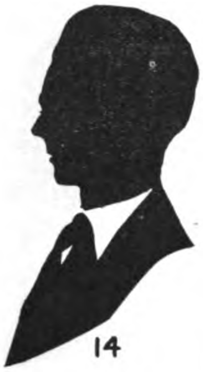
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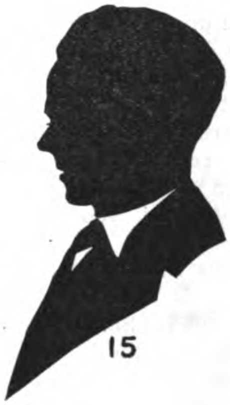
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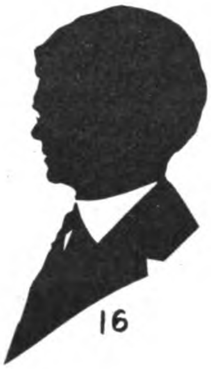
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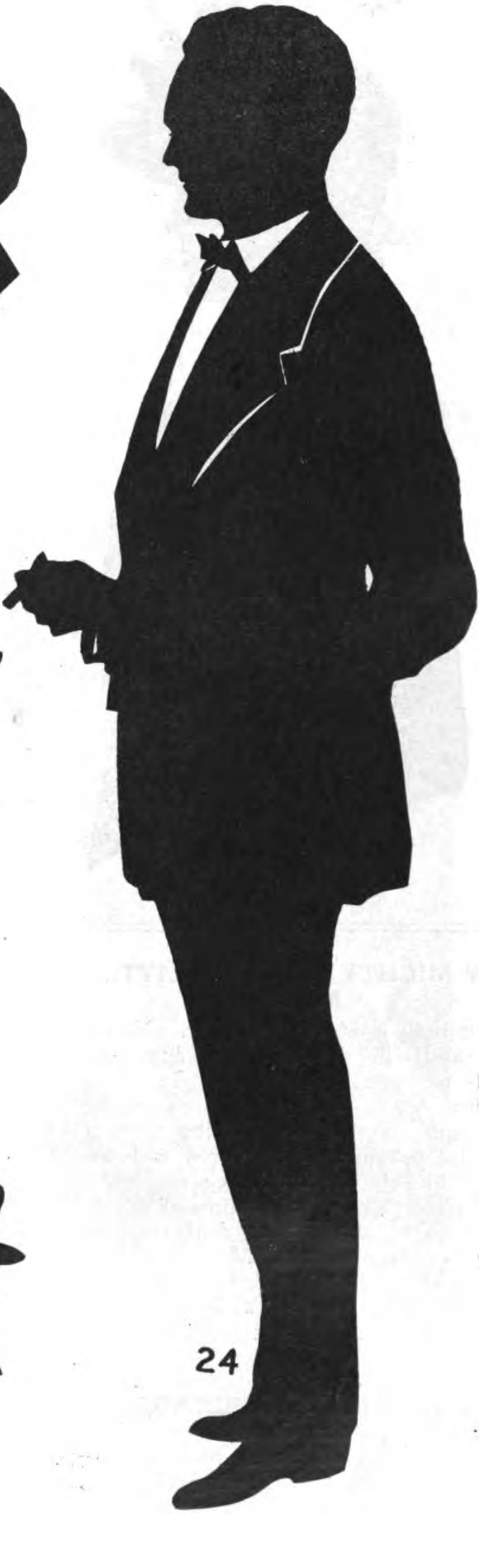
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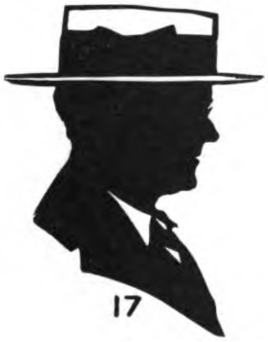
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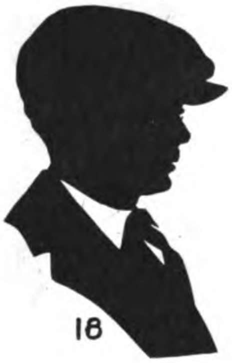
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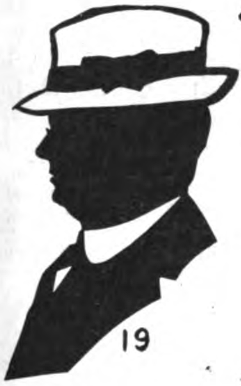
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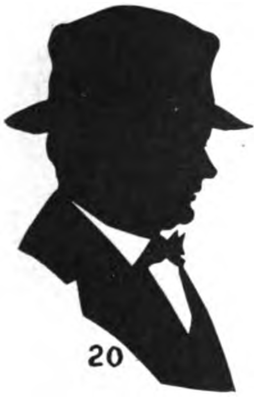
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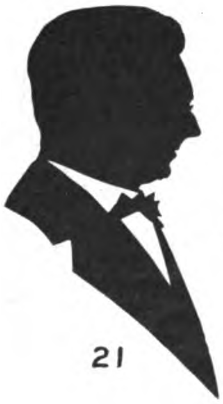
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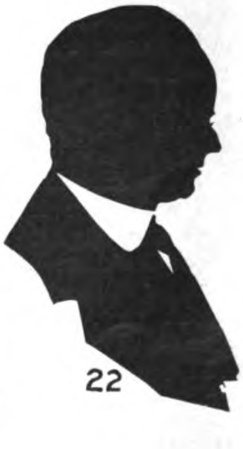
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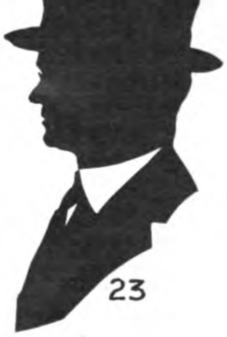
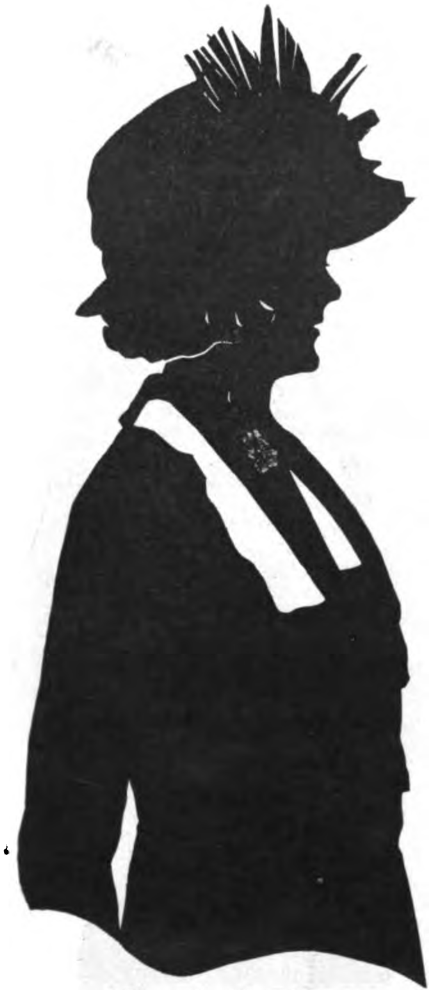

23

The artist who made these pictures has an international reputation. She has cut silhouettes of many of the great men and women of the world, among them being President Harding, Former President Woodrow Wilson, the Prince of Wales, and hundreds of others.

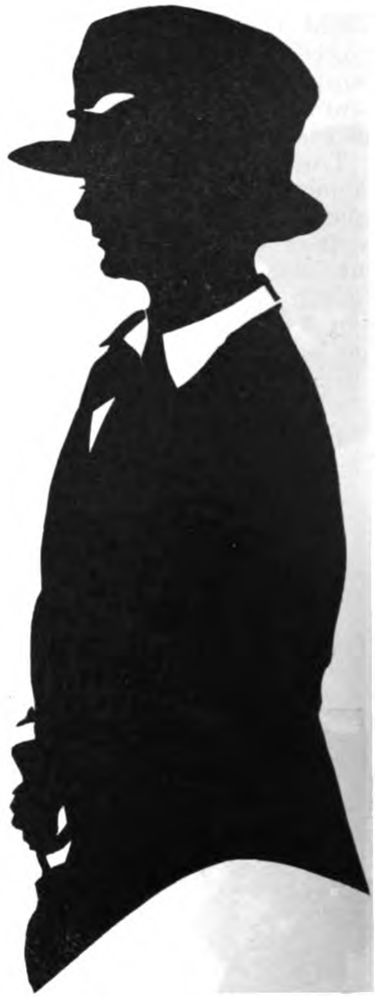
Key *to* Our Silhouette Pages



Mrs. R. W. Dick

THE art of making silhouettes is ancient. A clever artist can produce with a pair of scissors and a piece of black paper likenesses readily recognizable. The two pages of silhouettes published in this week's issue of MOTORCYCLE AND BICYCLE ILLUSTRATED contain the portraits of over a score of well-known cycle trade men who attended the Atlantic City convention, and who kindly posed for Miss Beatrix Sherman, one of the foremost silhouette artists since the time of August Eduart, who was famous from 1804 to 1859 for his clever work. She has cut pictures of President Harding, the King and Queen of Belgium, the Prince of Wales, Theodore Roosevelt, Woodrow Wilson, Marshal Foch, Marshal Joffre and many other famous folks, including the two pages of cycle men published in MOTORCYCLE AND BICYCLE ILLUSTRATED. How many of them did you recognize?

They are: No. 1, E. J. Lobdell; No. 2, A. C. Rice; No. 3, L. M. Wainwright; No. 4, T. N. Biddle; No. 5, L. N. Southmayd; No. 6, William L. McGrath; No. 7, Frank P. Chase; No. 8, Joseph Goodman; No. 9, Edgar Boren; No. 10, Keyser Fry; No. 11, DeWitt Page; No. 12, John P. Fogarty; No. 13, W. G. Shack; No. 14, J. A. Yates; No. 15, Richard O. Mead; No. 16, Charles Weaver; No. 17, C. F. Olin; No. 18, Fred St. Onge; No. 19, Dan Wetzel; No. 20, John Henry; No. 21, O. Ling; No. 22, William H. Ferguson; No. 23, R. J. Leacock; No. 24, A. B. Coffman.



Mrs. John Henry

HOW MIGHTY ARE THE LITTLE MEN

The little men are mighty. Napoleon and Lloyd George; Ling and Agins of Jonas B. Oglaend Co., Inc., of New York, who held forth in the basement of the St. Charles with a splendid full line of imported and domestic bicycle parts and accessories.

As if to prove that imported goods is not their only strong feature, just as an extra measure, Mr. Ling arranged at the show to distribute Royal Tire Fluid for the Royal Mfg. Co. of Brooklyn, N. Y. President Evens was also present.

YATES MAKES FRIENDS

ONE of the new faces at the show was that of Sales Manager J. A. Yates of the Davis Sewing Machine Co., though he is by no means a new man in the cycle field. However, he started in the motorcycle end, and it is only since he joined the Davis organization last December that he has been active in the bicycle field. Back in 1913, Yates went on the road for the Westfield Mfg. Co., which at that time was manufacturing the Pope Motorcycle, since discontinued. He not only sold them, he rode them both on the road and on the race tracks at Saugus and Readeville, and had considerable of a reputation as a speed man. Later he went into the automobile field, distributing the Hupmobile in Virginia and North Carolina, giving that up for his present position at the solicitation of Horace M. Huffman, who at that time was at the head of the bicycle department of the Davis company. Yates is a good mixer, a hard worker and an intelligent merchandiser. He made a good impression and many friends among the trade men at the Atlantic City convention.

NOW YOU'RE SHOUTING

RIVALING the gathering of the clansmen in the "Birth of a Nation," several hundred motorcyclists from Cumberland, Frostburg, Lonaconing, Piedmont, Westernport and other points in Maryland, West Virginia and Pennsylvania, rallied one night last week in an open field near Cresaptown.

The motorcyclists, in a blazing circle formed by their electric head lamps, formed a protective organization for their members and pledged a fund of $3,500 to prosecute drunken automobilists, who "hog" and drive motorbikes from the road, resulting frequently in serious injury to the riders, and damages to their machines.

Various cases of injury to cyclists were cited, particularly the crippling of Harvey Wilson, Sunday, September 9, on Polish Mountain, by one speaker who referred to the case as the "act of a drunken bootlegger."

(What the motorcyclists of that section have done other sectional riders might do. It is high time that reckless autoists were curbed and if the motorcyclists will band together they can accomplish much good for the pastime. Get busy and hustle to put it over!—Ed.)

PARADE GOES OVER BIG

ONE of the best stunts ever staged at an Atlantic City convention was the bicycle parade and pageant that was held under the direct supervision of Fred St. Onge, the Cycle Trades of America booster.

It was something new to the Boardwalk people to see a bicycle parade and many thousand people witnessed the turnout. His Honor Mayor Bader of Atlantic City, and Director Cuthbert, also of Atlantic City, were right up in front with Fred St. Onge and two other riders on high wheels of the day that saw "Dad" riding them.

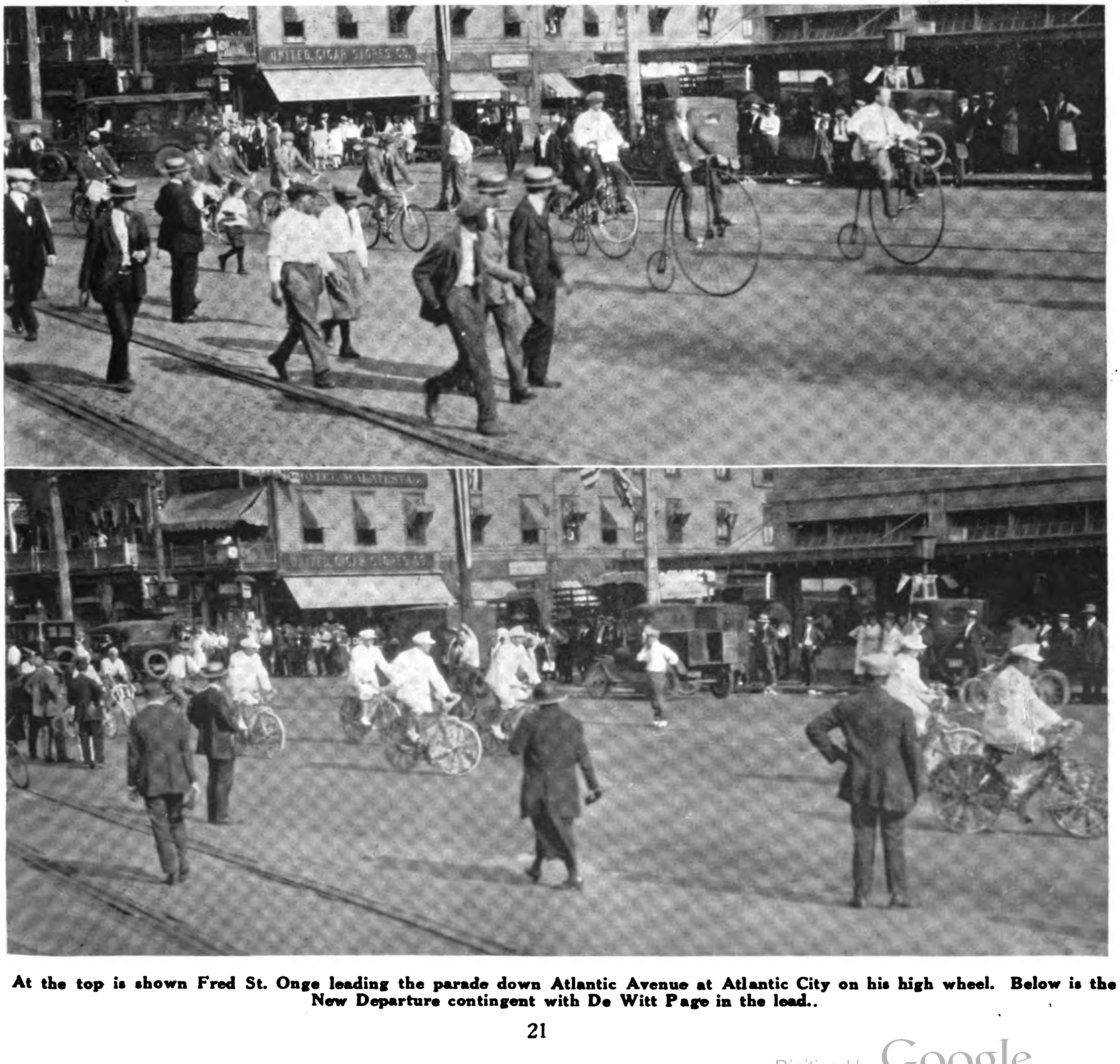
The procession started at Atlantic and Pennsylvania Avenues and went out Atlantic Avenue to California Avenue and then turned east to the Boardwalk. As the parade swung into the Boardwalk they were joined by a number of children with velocipedes, tricycles and even kiddie kars. It was a wonderful sight and one that the conventionites will not forget for some time.

Cycle trades people joined the procession with brand new bicycles taken from the booths at the show. One of the neatest groups in the parade was that of the New Departure Mfg. Co., with DeWitt Page and his daughter among them. The cyclists rode in white suits and their bicycles were profusely decorated with flowers. It was a treat to the eye, and the turnout came in for much praise and Mr. Page and C. F. Olin, who superintended the preparations, came in for much well-earned praise. They took advantage of the opportunity to put over a very attractive show.

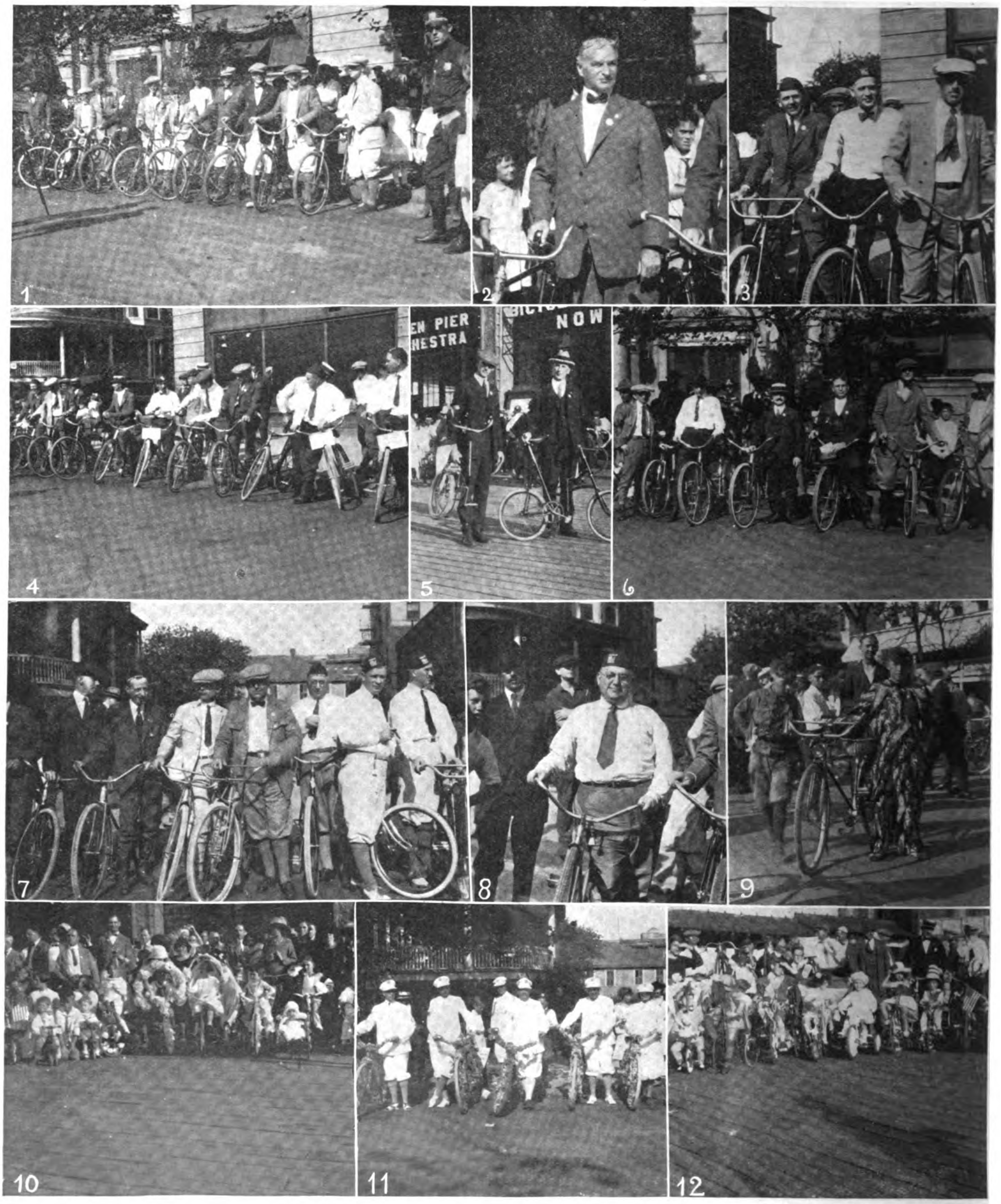
His Honor Mayor Bader rode on Fred St. Onge's C. T. A. mount and Director Cuthbert was mounted on a new mount from the show. Dan Wetzel, of the heavy avoirdupois, was there, and, as one said, it was a great test for man and bicycle, but both came through fine.

It is safe to say that many of the trades people had not been on a bicycle for years, but they enjoyed it and will surely be in the next one wherever it is held.

Among the cycle trades people that paraded were William G. Schack, J. P.

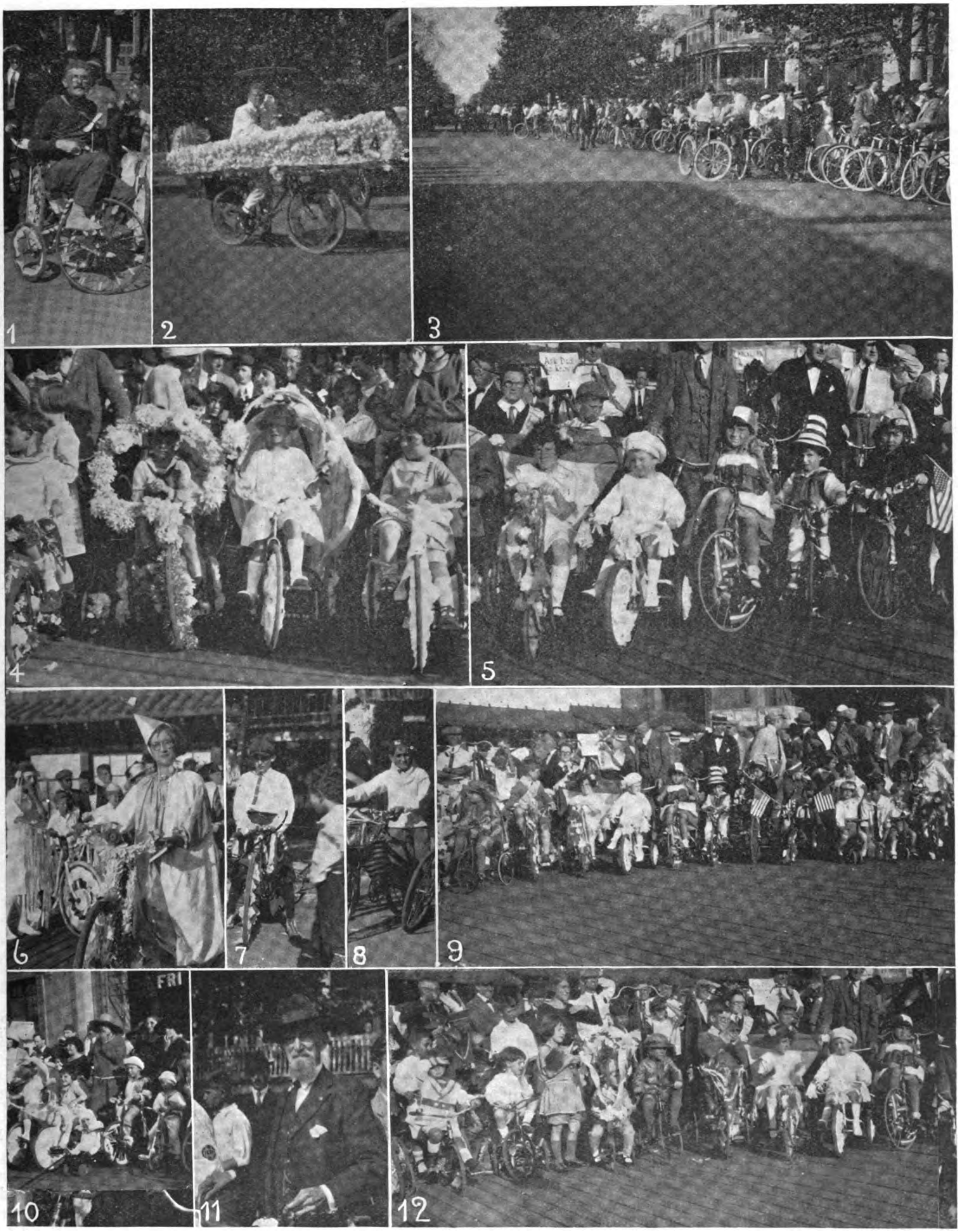


At the top is shown Fred St. Onge leading the parade down Atlantic Avenue at Atlantic City on his high wheel. Below is the New Departure contingent with De Witt Page in the lead..



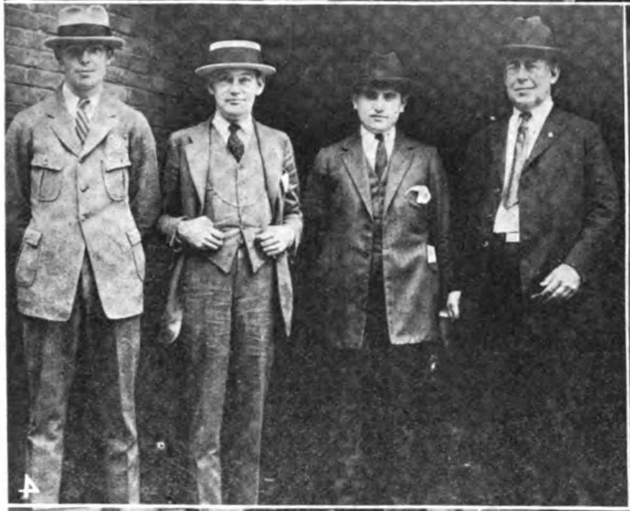
With the Paraders at Atlantic City. 1—The Westfield group. 2—William G. Schack. 3—G. A. Wenige, Frank Snook and W. G. Surre. 4—The Iver Johnson group. 5—C. H. Clark and T. F. Hays, the Handy-Bike-men. 6—B. A. Bockmeyer, "Little Joe" Weizenfeldt, R. J. Moon, Karl and Alex Scaison. 7—John Henry, center, and his contingent. 8—Dan Wetzel. 9—The Morrow lad after the youngsters cleaned him of souvenirs. 10—Kiddies on velocipedes, kiddie kars and tricycles. 11—The New Departure group with De Witt Page in the center and Miss Page on right. 12—More youngsters

Fogarty, L. N. Southmayd, Frank Snook, Carl Bush, B. A. Edgar, L. D. Harden, Edgar Boren, Jr., E. J. and A. E. Lonn, Horace Huffman, DeWitt Page and daughter, George Wenige, Bert Pauer, Gus Rice, C. F. Olin, C. A. Horton, W. E. Rogers, Eddie Mink, "Smiling" Griff, "Chick" Fogarty, Dave Ryan, Dan Wetzel.



More parade photos. 1—A comic racer. 2—Ray Gormley, best decorated bicycle. 3—Just before the start. 4—The prize winning velocipedes. 5—A tricycle winner with velocipede entrants. 6, 7 and 8—Decorated bicycles. 9—A group of the youngsters. 10—"Buster" Lichenstein, winner in velocipede class. 11—Major J. B. Lukens, 86 years of age, winner oldest rider class. 12—Another view of the youngsters in all classes

"Happy Harry" Gliesman, Fred Sandruck, Howard French, Harry Seamark, Louis Siegel, George Gonzales, Martin Cabana, W. J. Surre, Louis Schwab, H. P. Fanning, Hugh Leng, Harry Tozier, R. W. Bush,



No. 1—Mag. A. E. Lonn. No. 2—E. R. Halpin. No. 3—R. Johnson, A. P. Curtis, H. L. Wadsworth. No. 4—C. C. Hoins, H. S. Cooke, E. Kirwin, Ed Watson. No. 5—Edgar Boren, Jr. No. 6—C. S. Waters and L. W. Harston. No. 7—Martin Cabana and M. H. Tisne. No. 8—L. B. Gould. No. 9—Karl Scaison, Louis Schwab, Alexander Scaison.

James Valdare, George W. Harley, Frank Pierce, C. F. Sauer, Charles Betal, R. J. Leacock, A. E. Boyce, Charles Van Doren, Jack Hemple.

Joe Delesanto, "Little Joe" Weizenfeldt, B. A. Buckmeuer, B. L. Moon, F. R. Swayner, C. A. Leunden, William F. Reigner, F. E. Ives, Herb Cohnen, J. R. Larmon, Lester G. Sigourney, Charles Curry, H. G. Pruett, C. H. Morehouse, Vic Landeen, H. P. Hansen, Edgar F. Knapp, A. R. Jacobson, Al. Hartung, Alex Scaison Karl Scaison, C. H. Clark, T. F. Hays, J. W. Gibson, Herb Rollinson, George Sheppard and F. B. Towner, who shipped his bicycle from Rochester.

The prize winners in the Atlantic City parade were as follows:

Juveniles (Velocipedes and Tricycles)

First—"Buster" Lichenstein, 37 North LaClede Place, Atlantic City.

Second—James Scott, 1805 Atlantic Ave., Atlantic City.

Third—Joseph Liperowitz, 2414 Arctic Ave., Atlantic City.

Fourth—Mary Clark, Senator Hotel, Atlantic City.

Oldest Rider

Major J. B. Lukens, 16 South Connecticut Ave., Atlantic City, 86 years of age.

Youngest Rider

Samuel Vernon, 3702 Boulevard, Atlantic City.

Best Decorated Bicycle

First—Raymond Gormley, 2706 Atlantic Ave., Atlantic City.

Second—Edith Prester, 610 North Ohio Ave., Atlantic City.

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No. 1—Left to right, R. J. Leacock, Goodby Rankin, Nat Cohn, Charles F. Corey. No. 2—John W. Gibson, J. H. Rawlinson. No. 4—George W. Shively and the camera he won for being on time. No. 5—E. T. Connell, Walter H. Diemer. No. 6—E. Frost Knapp, Edward Mink. No. 7—E. E. Baldwin, Joseph Goodman. No. 8—Henry Bush and H. Cohn. No. 9—Henry Mesinger, William F. Mesinger. No. 10—George Post. No. 11—Fred K. Pierce, Dan F. Printz

Third — William Daugherty, 331 North Georgia Ave., Atlantic City.

Fourth — Myrtle Schultz, Penns Grove, N. J.

Fifth—Edith Smith, 205 North Morris Ave., Atlantic City.

Neatest Lady Rider

First—Ethel Kuhns, 506 North Michigan Ave., Atlantic City.

Second—Eleanor Elwell, 227 North California Ave., Atlantic City.

Third — Margaret Wellington, 313 Trinity Ave., Atlantic City.

Most Comical Cyclist

First—James O'Laughlin, 211 North Brighton Ave., Atlantic City (Harold Lloyd).

Second—Harry Smyth, 135 S. Mississippi Ave., Atlantic City (Lou Tendler after his bout with Benny Leonard).

Third—L. M. Canter, 1350 Arctic Ave., Atlantic City (Dutch Tourist).

Boy Scouts

First—Norman Wagner, 211 Magellan Ave., Atlantic City.

Second—George Schwamb, 10 S. Davids Place, Atlantic City.

Third—Angello Ruocco, 2 South Iowa Ave., Atlantic City.

Youngest Rider—All Classes

Martin Cramer, 834 Johnson St., Philadelphia. Two years of age.

CYCLE TRADES OF AMERICA
TRADE PAPER STORIES
Stimulate Sales
MR. DEALER!
YOUR BUSINESS
MR. DEALER!
DEALERS!

One of the popular booths at the show was that of the Cycle Trades of America

St. Onge Puts It Over

ABOUT the happiest and most popular man in Atlantic City last week was Fred St. Onge. He was popular because everyone who attended the Bicycle Show and Cycle Trades Convention, knew that the work of St. Onge during the past year has accomplished as much for the bicycle industry than everything else combined, and he was happy because everyone told him so.

When he was introduced at the general meeting Tuesday morning he received an ovation. The trade men had been looking over a wonderful pictorial report of his activities which covered one end of the convention hall in the St. Charles Hotel. It was graphic evidence of the hundreds of thousands of people who have had the bicycle brought to their attention through the work of this convincing bicycle missionary.

In his talk, he urged that the bicycle be put on a higher plane, that dealers be persuaded to sell the higher grades of bicycles, and see that they were properly adjusted, and that the buyers understood how to ride them.

In making his report of the work done since he started out for the C. T. A. last October he said he had visited 44 cities, and in 34 of these had visited 204 schools and addressed 122,400 pupils. He had also lectured in parks and at the finishes of parades to 88,000 more, making a total of 210,400 people reached.

"In the 34 cities where I visited schools, 122,400 pupils were asked if they owned a bicycle. Only 30,600 said they did, leaving 91,800 prospects in those cities alone," said St. Onge. "How many prospects for bicycles can there be besides that?" he asked. "Enough to make this a great and healthy business, so why worry," was his answer to his own question.

St. Onge is the premier publicity getter in the country. He obtained from the newspapers in the cities he visited, 6,969 inches of free publicity, and at the same time the dealers paid for 5,989 inches of advertising space. He had the co-operation of 330 dealers, and nearly 15,000 riders turned out for the different parades.

The value of the free publicity obtained in the newspapers, he estimated at $23,572.12, which is probably low. The dealers spent for advertising space, $18,079.72.

Besides this the newspapers in 12 cities donated silver cups for riders in schools, boy scout activities, etc., and in 43 of the cities visited, manufacturers of soft drinks donated 26,400 bottles of beverages to the riders in the parades, which if paid for, would have cost the dealers close to $1,000.

The climax of the year's work was the wonderful parade on the Board Walk at Atlantic City during convention week. It was the first time in history that a bicycle had been allowed on the Walk, but St. Onge put it over.

SHOW NOTES

"D. P."

Did you ever notice it? When they call A man by initials, he's pretty well known. "D. P." was not to be missed at the show. Big, gruff, genial, with a hearty laugh that spells sincerity, he was much in evidence, always either warmly welcoming somebody or being warmly welcomed himself. "D. P.'s" spaces at the show held an unusually large and attractive exhibit, in charge of a battalion including E. H. Watson, E. Kirwin, C. C. Hoins, Jr., and H. A. Cooke.

THE TILEY-PRATTS ARE COMING

There was Chas. A. Tiley—Chas B. Tiley—M. E. Tiley—and a host of visitors and buyers that you'd kind of expect, when such a host of New England gentlemen set out to keep open house.

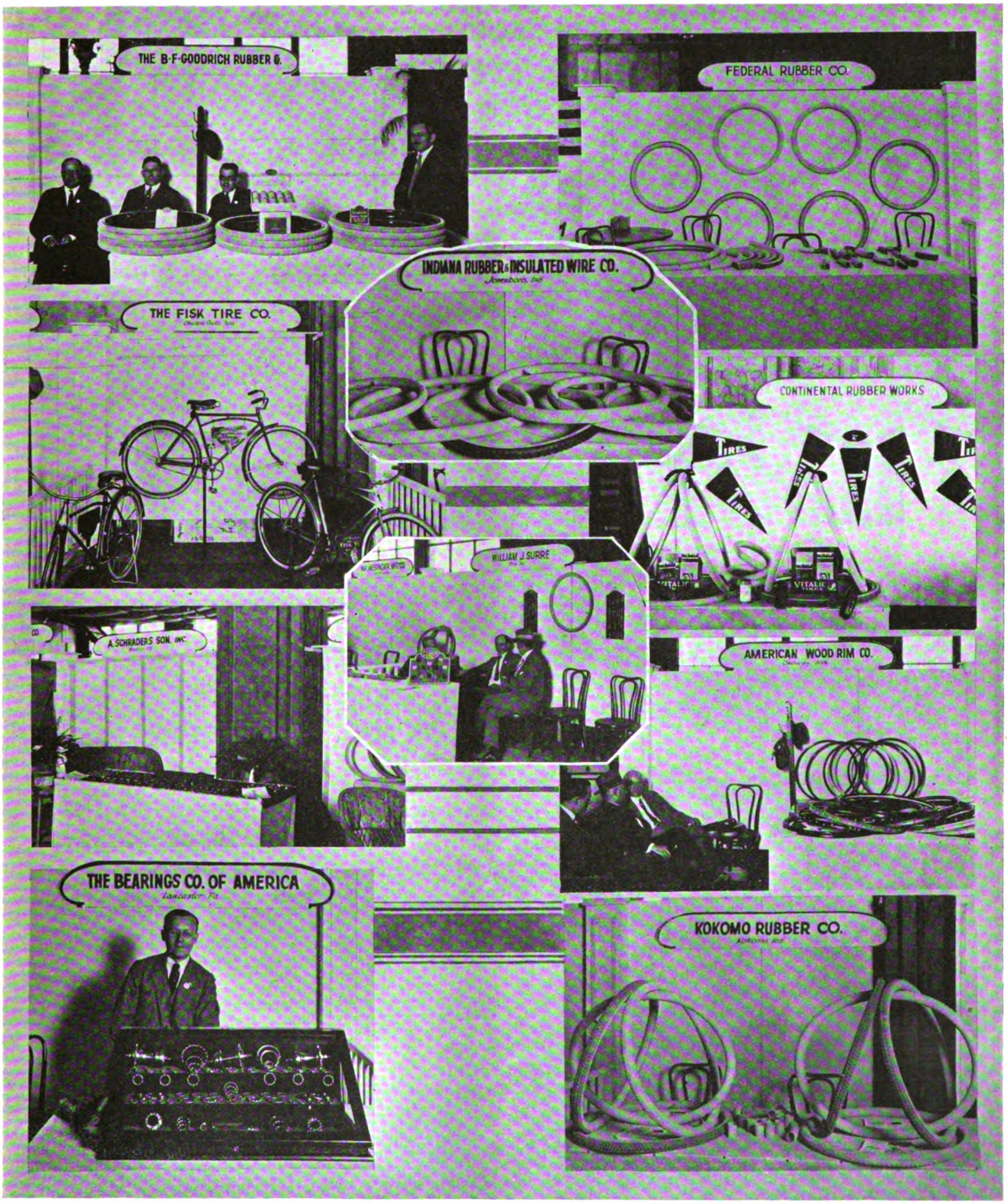
A. SCHRADER'S SON, INC.

As befits the dignity of that institution of the bicycle business, assisted by Mrs. M. H. Tisne and winsome little daughter, Mr. M. H. Tisne received the trade in a beautifully decorated booth which held the unmistakable cordiality and homeyness that only a woman's hand can accomplish.

RING OUT, WILD BELLS

Little belles, big belles, gong bells, cow bells, bicycle bells, toy telephone bells—all

Flashlights of Displays at Atlantic City Show


THE B·F·GOODRICH RUBBER Co.
FEDERAL RUBBER CO.
INDIANA RUBBER & INSULATED WIRE CO.
Jonesboro, Ind.
THE FISK TIRE CO.
CONTINENTAL RUBBER WORKS
TIRES
VITALIC
WILLIAM J. SURRE
A. SCHRADERS SON, INC.
AMERICAN WOOD RIM CO.
THE BEARINGS CO. OF AMERICA
Lancaster, Pa.
KOKOMO RUBBER CO.

rang out joyously at the happy, merry booths of the Gong Bell Mfg. Co. and Bevin Bros. Mfg. Co., of East Hampton, Conn., in charge of Pres. Mayo S. Purple and General Manager J. Howell Conklin. Mr. Purple's pleasant, humorous little smile played on without a stop—as did Mr. Conklin's arm distributing favors and writing orders for their new Playphone 600, the Bell Toy princess.

IVER JOHNSON

The boy is father to the man—and "the new Iver Johnson velocipede must be at least equal in quality to its prototype, the Iver Johnson bicycle, or it can't carry our nameplate." Such was the mandate disseminated by Assistant to the President, A. P. Curtis and H. L. Watson, at their booth. The finished velocipedes, all ready for shipment, looked like a set of healthy children

HEADQUARTERS
AMATEUR BICYCLE LEAGUE OF AMERICA
National
JUNIOR and SENIOR
CHAMPIONSHIP RACES
SATURDAY, SEPTEMBER 16
ADMISSION FREE

The headquarters of the Amateur Bicycle League of America was the Mecca of the riders

that would run the parent vehicles a keen race for sales during the coming season.

THE BROADEST SMILES

Were won by Messrs. Gottlieb & Barnett, 56 Warren Street, New York, just admitted into the Cycle Jobbers' Association. Just a little over a year of whirlwind work on the part of these two real live wires, resulted in the earnest recommendations by their jobber friends and contemporaries for their admission.

SALESMANAGER MORGAN

of the Broadway Cycle Co., Philadelphia, Pa., tall, stately, handsome and quiet-mannered, just walked around—and disappeared—into a corner and wrote orders. Walked some more—and disappeared. He did that for four days, and smiled broadly all the time. Part of the time Purchasing Agent Leaman walked with him—and disappeared—and wrote, and smiled broadly all the time. What's to be expected from "Broadway," friend Morgan? Let us in on it, because it must be good—your smiles gave you away.

HANSEN LANDS FIRST SALE

H. P. Hansen of the Chicago Cycle Supply claims to have made the first sale to a dealer at the show. He booked it the first thing after the opening of the show Thursday morning. The buyer was Charles Betat, Jr., of Gus Betat & Sons, New Orleans, who booked an order for 125 pairs of tires, for immediate delivery.

THE BUSY MAJOR

Maj. A. E. Lonn, of the Great Western Sales Co., the newly opened New York branch of the Great Western Mfg. Co., of La Porte, Ind., was a busy man all week. Some of the time at the show and a little of the time on the board walk.

WELCOME HOME, "H. P."

An old friend was welcomed back into the fold when H. P. McWilliams appeared in the van of the Goodrich forces at the show. "H. P." deserted us about a year ago to get in the automobile game but now he is back stronger than ever. Everybody was glad to see him. We need his kind of live-wire hustlers.

BEAN LOOKS 'EM OVER

President Roscoe Bean, of the Liberty Metal Products Co., Berea, Ohio, put in a couple days looking over the show and gossiping with jobbers and dealers. It is hinted that he made a good connection before he left Atlantic City, one that will greatly increase the sales of Bean chain tools.

QUALITY AND SERVICE

The Miami Cycle & Mfg. Co., Middletown, Ohio, represented at the show by Vice-President Edgar Boren and Sales Manager Edgar Boren, Jr., believe in quality and service first and all the time, price last. This policy has paid them judging from the orders secured at the show, even the show bicycles were sold. Mr. Edgar Boren's twenty-one years with the Simmonds Hardware Co., has taught him that quality is worth more than cutting quality to slash prices and that poor service means spasmodic business. We need a few more men like them who keep cool heads and use good judgment when others lose their sense of proportion.

MOLM SAYS "HELLO"

Roy D. Molm, of the Standard Welding Co., Cleveland, Ohio, for the first time in some years has given the bicycle trade an opportunity to see one of their tubing exhibits. Mr. Molm, being an expert on making and forming of welded tubing, was continually called up to give helpful advice and suggestions to the bicycle manufacturers. He is a gentleman worth knowing and we hope to see him in all the succeeding shows.

VITALIC CAPS A HIT

Always to the front is Secretary A. E. Caldwell, of the Continental Rubber Co., Erie, Pa. Just before the big bicycle parade was started he saw that the youngsters and young-old youngsters were each supplied with a Vitalic Tire Cap. These bright colors enlivened the appearance of the riders.

DOUGHERTY ALWAYS THERE

At the Hotel St. Charles' dance, F. J. Dougherty, Federal Rubber Co. of Illinois, Cudahy, Wis., had just finished a dance with a charming miss, when she said: "Mr. Dougherty, you are always speaking of the four graces; as I remember it, there were only three." "My dear miss—with you it makes four." Sure-fire hit, just like their tires, as one bicycle manufacturer reports, not one tire returned in a year, for replacement.

SPRAKER EPIGRAMS

Make sure of your feet before you start to climb.

We can't always get what we want, nor want what we get, but it is our privilege to kick.

If good clothes would only stay good,—but they never have yet.

Politeness doesn't cost much, but it buys a lot in this world. After that it is easily explained why the Kokomo Rubber Co., Kokomo, Ind., booth, in charge of D. L Spraker, was a popular place. A man worth listening to with a product worth buying.

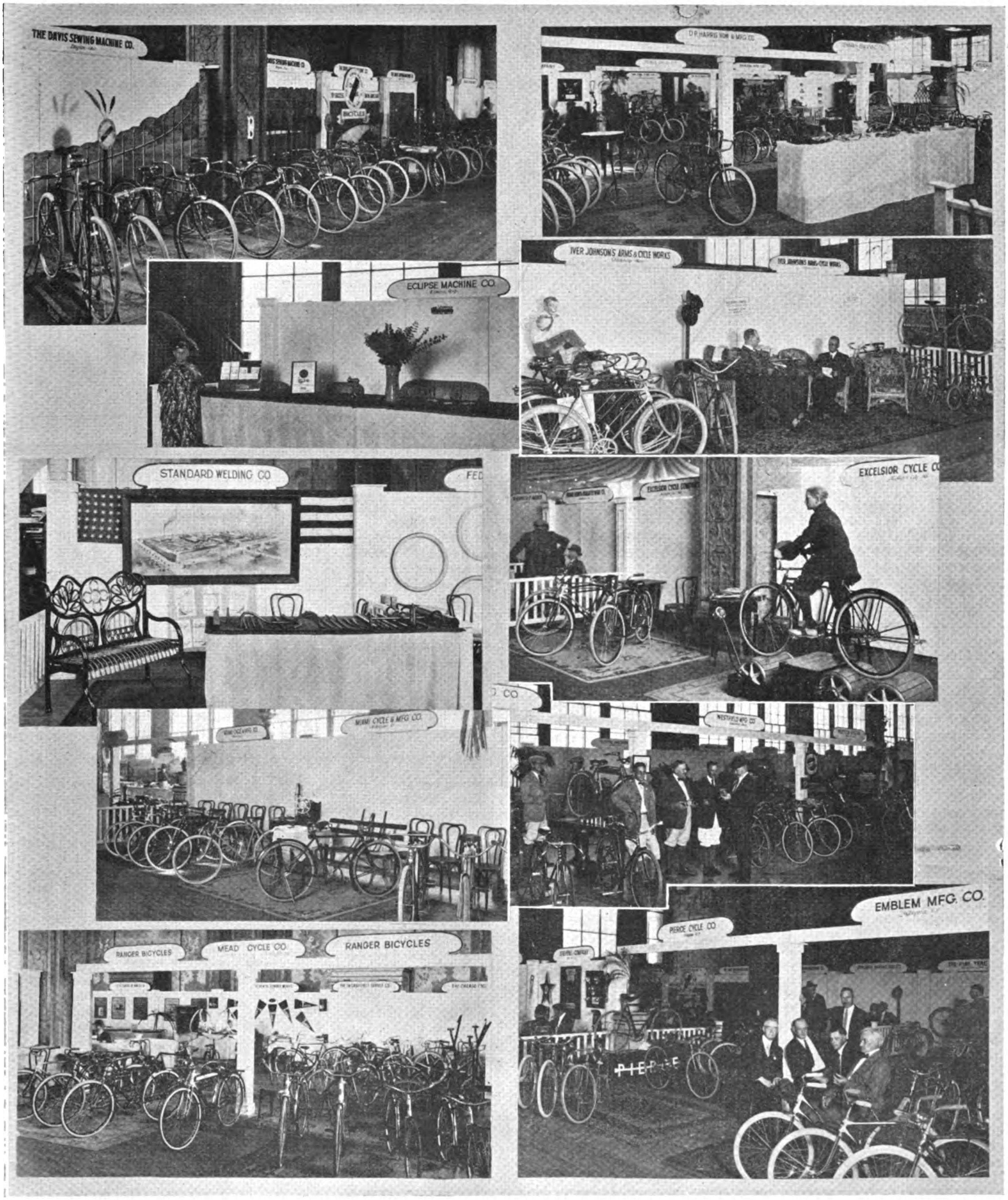
FEDERAL OUT IN FORCE

The Federal Rubber Co. of Illinois, Cudahy, Wis., were out for business and we are willing to lay a bet they got it. They were a strong aggregation, headed by H. A. Gitens, vice-president and director of sales; G. H. Hamilton, sales manager; F. J. Dougherty, manager of sales of the bicycle tire division, and last, but not least, the man who pays the bills, J. M. Tate, treasurer. These men never fail to get business, for they always do their level best.

GOOD, BAD OR INDIFFERENT TIMES

Makes no difference to D. H. Wetzell, sales manager of Williams Steel Wheel & Rim Co., Utica, N. Y. He always gets the

Ten Attractive Exhibits Seen at Atlantic City


THE DAVIS SEWING MACHINE CO.
BICYCLES
D.P. HARRIS HDW. & MFG. CO.
IVER JOHNSON'S ARMS & CYCLE WORKS
ECLIPSE MACHINE CO.
STANDARD WELDING CO.
EXCELSIOR CYCLE CO
MIAMI CYCLE & MFG. CO.
WESTFIELD MFG. CO
RANGER BICYCLES
MEAD CYCLE CO.
RANGER BICYCLES
PIERCE CYCLE CO
PIERCE
EMBLEM MFG. CO.

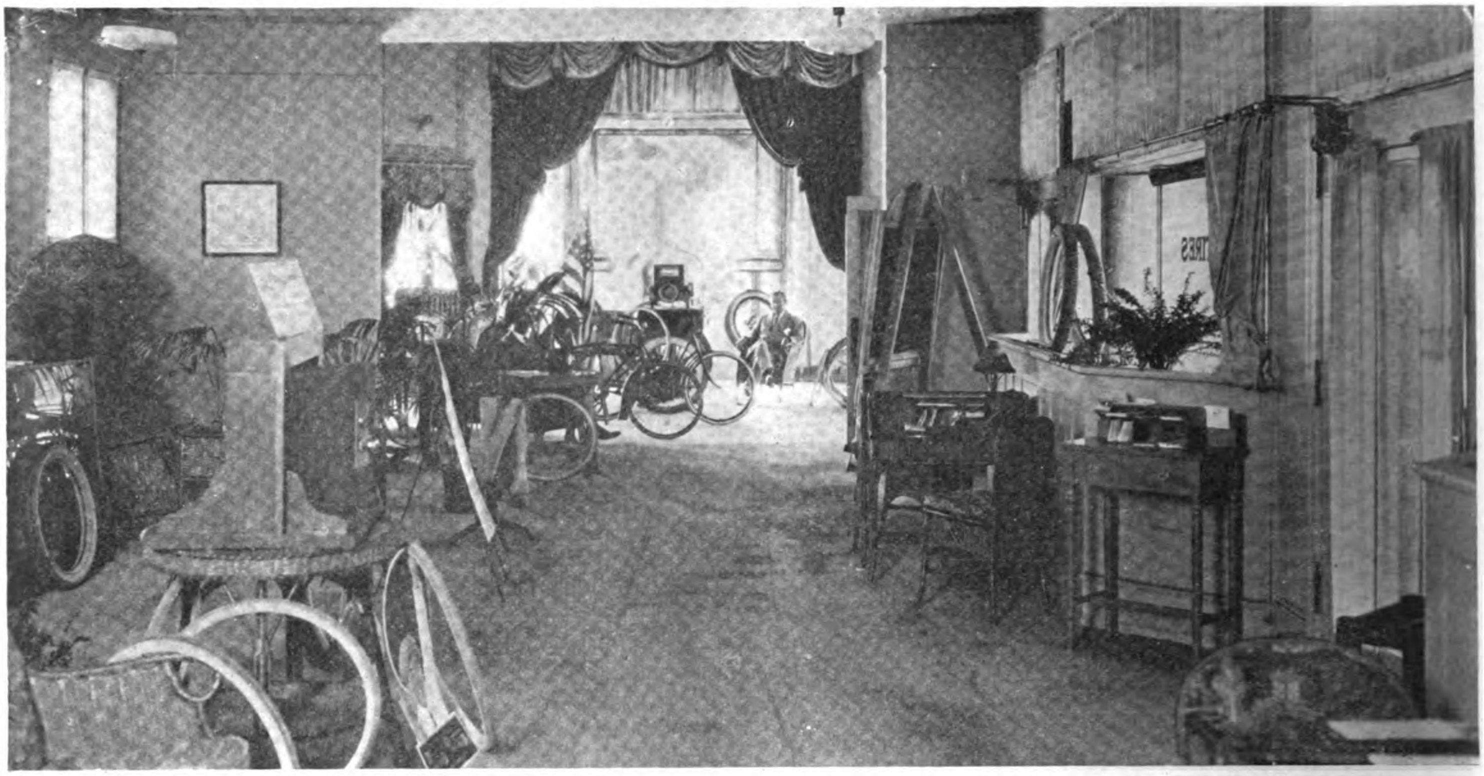
lion's share of the business going. Always pleasant, forceful and progressive, the type of sales manager who is on the job and lets no orders escape that can be pried loose. Enthusiasm galore, and nothing great was ever achieved without it.

AMONG THE MISSING

We noticed a bright and shiny Neracar on the Garden Pier at the entrance of the Bicycle Show Building, but could not locate the rider. It is certain that Mr. E. K. Gordon, with his ever-present pipe was *among the missing*, as he is always heard and seen when attending any exhibition.

LING, THE COSMOPOLITAN

Mr.O. Ling of Jonas B. Oglaend New York City, is always entertaining. He has trav-



The permanent exhibit of the Pennsylvania Rubber Co. on Garden Pier, Atlantic City. They have over 1,000 visitors a day

cled the world over and has no difficulty ingratiating himself wherever it pleases him. The attractive display of his various specialties in a room at the St. Charles Hotel was a mecca for the jobbers and dealers attending the show. A gentleman with a pleasing personality, affable manner, delightful and interesting companion.

HAIL THE NEW CHIEF!

Did "South" suspect, at the Wednesday night dance, while hunting around for dancing partners who looked like they could dance—and could—that the "Great Honor" was to come to him the following day? Probably not. There's a probity, a deep conscientiousness, and a depth of character about President L. N. Southmayd that is warranty for the future. Under his leadership, may the C. T. A. and its members prosper as never before in its history.

JUST DAVID S.

The quietest man at conventions is David Gottlieb, head of the jobbing firm, City Supply Co., New York. Gottlieb's motto seems to be: "Would you hear what I have to say? Then watch how I grow—and read my advertisements. They talk for me." Which makes us philosophize that business isn't gotten by working the tongue overtime, but by going out and getting it, by acts not by words. Ask David Marks, Gottlieb's sales manager about it. He knows. The boss David and he hatch out business just that way. heap much thought and action; plenty little talk.

TORRINGTON LIVE WIRES

We know some people who call C. E. Morehouse, the "most perfect gentleman" they have ever met. Let your rhetoricians quarrel with the tautology of "most perfect"; we for one, agree with the description. Reinforced by the presence for a day or two of W. R. Reid, secretary, and the constant attendance of E. Frost Knapp, the Torrington Co.'s booth display of its standard merchandise proved to be a magnet of no inconsiderable drawing power. Did you get one of the very workmanlike, handy little ice-picks they were giving away?

"MARTY"

Of course, "Marty" Stokes was there. Not years, but decades, is the way to measure "Marty's" attendance at bicycle gatherings. And did ya see the brae, braw laddie "Marty" brought this time. He's a Mr. Siegel, newly appointed to the Cycle Tire Division of the U. S. Rubber Co. If he's anywhere as good as he looks to be, you other tire manufacturers better watch your sales sheet.

THE YOUNGER GENERATION

Quite a number of them. Alex Scaison and his giant son, Carl. Henry Mesinger and young Will. Dr. Tiley and his boys. "Jaypee" Fogarty and "Chick." Edgar Boren, Sr. and Jr. And, judging from the way he takes to a bike, Dan Wetzel's boy seems to be in training to teach his dad how to manufacture rims. Let's see more of the second generation next convention. "It's the young 'uns very often that have the old ideas."

DANIEL H. WETZEL

of which big institution Williams Steel Wheel & Rim Co. is a component part—Dan sold, smiled, bicycle-rode and danced. Can he dance? Just as well ask, can he ride a bicycle? If you didn't see him astride a bike in the parade, then ask the beautiful young lady whom he managed to steal from every partner who was on her dance list. Dan's a joy in every convention, also he spreads the word "business ahead never looked brighter."

"GOOD-MORROW, MEN"

Sweets for the ladies fair,
Whisks for the good men there, . . .

A veritable Light Brigade of generosity was the Eclipse Machine Company's contingent, giving away souvenir whisk brooms, boxes of candy and memorandum books. You perceive the underlying idea, of course? Just like their coaster brakes, there's nothing too good for cyclists and cycle conventionnaires. Elsewhere in this book, you'll espy Henry Bush loaded up with an armful of whisks—from which you mustn't think that Messrs. Ferguson, Biddle, Fanning and McGrath were idle. No, Sir! Their generous activities were too numerous for the camera.

QUICK ON THE TRIGGER

A. J. MacCauley of the Mac-Con Products Co., Buffalo, was talking to a bright young lady at the dance at the St. Charles Hotel. This young lady displayed more than usual intelligence and one of the men in the group of listeners complimented her. "Oh, really," she said, with a smile, "I've merely been concealing my ignorance." Not to be outdone, "Mac" gallantly said: "Not at all my dear Miss, quite to the contrary, I assure you."

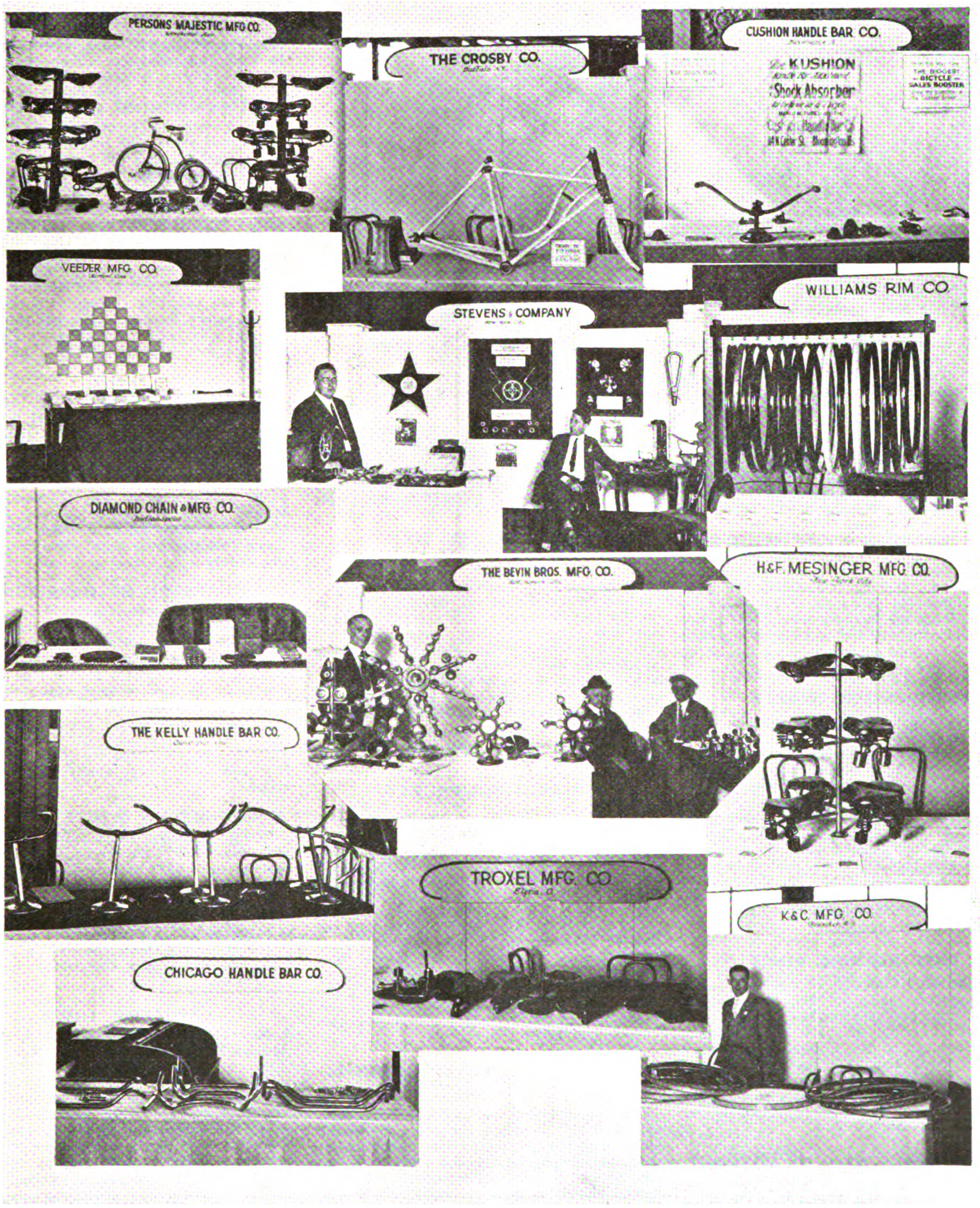
SHIVELEY TAKES A SIESTA

After a busy day, Geo. W. Shively, sales-manager of the Pennsylvania Rubber Co., Jeanette, Pa., decided to take a little nap, about 4 p. m. Just laid down a few moments, when a knock came at what he thought was his door, but found it was the next door. It was evidently some lady, who was probably a honeymooner and had forgotten her room number and knocked at what she thought was her door. After knocking, she said: "I'm back honey, let me in." No answer. Again knocked. "Honey, honey—let me in, oh, please, honey open the door." Brief silence, then a man's voice, cold and full of dignity, came booming over the transom. "Madam, this is not a beehive; it's a bathroom." Mr. Shively was strong on experience. He had just arrived at the convention meeting when he walked away with the camera given for early prompt attendance. The show room his company keeps at Atlantic City sure is some hummer, averaging over a thousand visitors a day.

BUSY WILL SURRE

This gentleman can see more people and walk away with more orders than anyone else in the business. No wonder he can represent so many high-class manufacturers. His home address is W. J. Surre, Erie, Pa., but he only comes home to sleep week-ends—the balance of the time he is out hustling. At the show he was busy giving a dandy rubber tee to the golf nuts, but always with an eye open for orders, and he got them.

Some of the Accessory Exhibits at Atlantic City

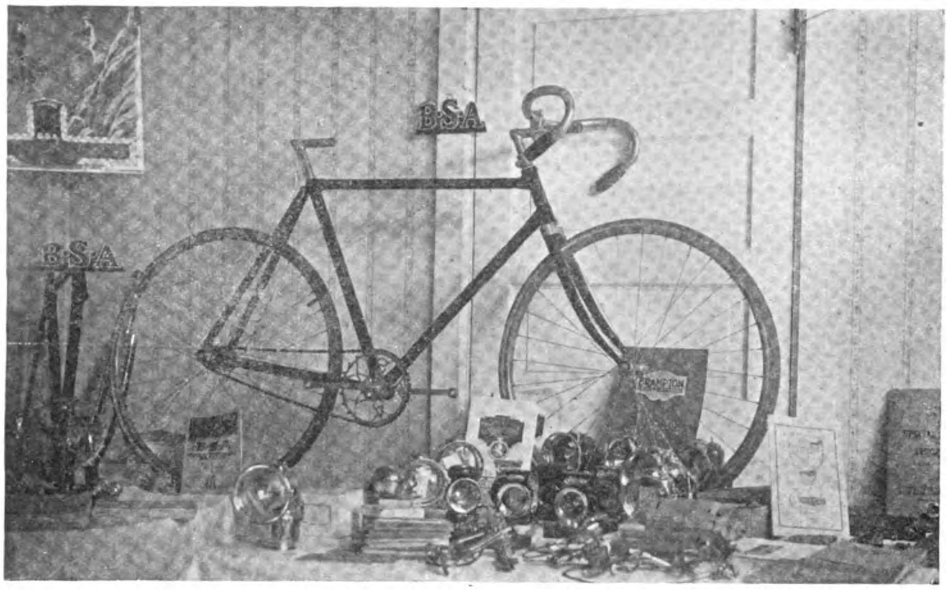

PERSONS MAJESTIC MFG CO.
THE CROSBY CO.
CUSHION HANDLE BAR CO.
KUSHION
Shock Absorber
VEEDER MFG. CO.
STEVENS & COMPANY
WILLIAMS RIM CO.
DIAMOND CHAIN & MFG. CO.
THE BEVIN BROS. MFG. CO.
H&F. MESINGER MFG. CO.
THE KELLY HANDLE BAR CO.
TROXEL MFG. CO.
Elyria, O.
K&C. MFG. CO.
CHICAGO HANDLE BAR CO.

PERLSTEIN TELLS ONE

Harry Perlstein, the active manager of the Broadway Cycle Co., Philadelphia, Pa., found time to play a little golf, see all the exhibits, place a number of orders, greet old friends and tell a good golf story. A golfing novice was badly bunkered, and he whacked and he smacked and he cracked, but the ball would not come out. Then he spoke a word. With a light of madness in his eye he took all his clubs and smashed them across a piece of jagged rock. The caddie nodded approvingly. "Ay, mon," he said, sagaciously, "ye've the speerit, all reet. It's better to break one's clubs than lose one's temper."

FADE YOU FOR A QUARTER

Some greeting to a man in the bicycle



The Jonas B. Oglaend Co. display at the St. Charles Hotel consisted of B. S. A. Fittings, B. S. A. Racing Bicycle, B. S. A. Frame, Brooks Saddles, Bluemel Pumps, Accles & Pollock Tubing, Walton & Brown Fittings, English-built Frame, special Racing Fittings with straight Stays, Gas, Oil and Electric Lamps, Front Hubs, Metal Pumps, Oilers, Saddles, Tool Bags, etc.

field and not expect to be called. But B. O. Mead, that good-looking chap of the American Wood Rim Co., Onaway, Mich., did that little thing and backed it up, after which he presented his friends a set of wooden dice with inlaid dots. These became so popular that they were soon exhausted, but he had another surprise in the form of a cribbage board; sorry to say they also soon disappeared. Mr. E. J. Lobdell, the well-known figure in this industry, was always present doing the heavy work. If these two busy gentlemen missed a possible prospect at the show, said prospects were locked up in their hotel rooms.

ENTHUSIASTIC "WATERS"

Did you ever meet one of those Central Westerners who is continually bubbling over with enthusiasm, enthusiastic about everything from beautiful women to his business? He has little use for the pessimist. That's C. S. Waters, of the Chicago Handle Bar Co., Shelby, Ohio. He has a saying that's good and oh, so very true. "If there were no timorous mortals to prey upon, the pessimist would starve to death." Mr. Waters believes the bicycle industry is now on the road to the biggest business in its history. Everyone should join with him in his enthusiasm; it is the life of business.

BALL BEARING RINGS

The Bearings Company of America had a novel souvenir made for the show—a Star ball and cone ball retainer fashioned into an extraordinary ring, that Mr. C. D. Adams, Sales Engineer of the Company, presented to their many friends. Jack L. Straub, president and one of the old timers, was busy with the boys who could place orders and was seldom seen at the booth. Did he get orders? You can bet, you.

WEAVER ASKS—WITH OR WITHOUT

When the photographer approached Mr. Chas. E. Weaver, the genial, lovable veteran Sales Manager of Kelly Handle Bar Company, Cleveland, Ohio, to have his picture taken, he innocently said, "With or without teeth?" But we are willing to bet that he has 'em all. Mr. Weaver has the physical appearance, mental alertness, to meet all emergencies of a youngster in the selling game, though he sold his first bicycle forty years ago. When he starts after a prospective customer to interest him in Kelly handle bars, the order is usually on the way to the factory by the next mail.

FOUR O'CLOCK TEA

To watch Mr. L. M. Wainwright, president of the Diamond Chain, drink tea at 4 o'clock, as we did at the Breakers the day of the bicycle parade, was a treat. Watching him juggle the dainty cups, sipping his tea and nibbling at the biscuits, and doing it as if he did it every day of his life, my word, it's an art as well as an accomplishment. Drink tea, watch a parade, talk on business, converse on social topics in an interesting manner, shows him to be a cosmopolitan gentleman and delightful companion.

DELIGHTFUL PRUETT

Did you ever meet a man, you instantly liked and wanted to meet, a man's man, and a gentleman the ladies could never pass without the second look? That's H. G. Pruett, vice-president and sales manager of the Excelsior Cycle Co., Michigan City, Ind. He always has a pleasant greeting for everyone, no matter how busy; time to stop and say "hello." Manufacturers who have the Eastern business in hand, better watch their knitting, if this firm should ever decide to make a strong effort for the Eastern business. They are hustlers and have the goods. Day and night there was a continual crowd about their booth at the show.

NEVER OVERLOOKS AN OPPORTUNITY

Nothing could be truer said of F. H. Harris, of B. F. Goodrich Rubber Co., Akron, Ohio, than always on the job, doing favors wherever possible and never overlooking an opportunity to push Silvertown cord tires. Never misses a possible customer, active, hustling every minute, keeps plugging, that gets the business. No bicycle show would be complete without him on the job.

MODEST YATES

This gentleman was instrumental in getting some of the largest orders taken at the show, but like all really big fellows hands over the credit to his associates. Watch this quiet, unassuming gentleman, who is somewhat new in this field, because he is the type of man that will keep the Davis' plant humming good or bad times. Not a shouter, but a doer. He has with him men of exceptional ability like O. J. Obenwegner, in the Central West, and L. B. Gould in Chicago, not order takers but go-getters.

EARLY MORNING CONSTITUTIONAL

Gus Rice is always original and that stunt of his, every morning bright and early, racing up and down on the Pier, was a sure-fire hit. Though he had a dandy display on the inside of the show, he took no chances of anyone overlooking the fact that Evans' featherweight motorcycle could perform as well as look pretty. Gus states that nothing can beat a short, speedy ride on an Evans in the early morning as an eye opener. Most of us would enjoy it in the country, but not before an admiring throng, as it takes first, a good figure, linen knickers, silk shirt, flossy tie, and what was it the ladies in Paris said of Benjamin Franklin, "Hasn't he a well-turned calf."

"P-UT AND T-AKE" CONNELL

The ever-busy special representative of the American-National Co., Toledo, Ohio. P-uts every effort in telling the dealers his juvenile bicycle money-making sales plan. He certainly gets results. T-akes orders easily, as he gets it across. The Diemers, Walter H. and Harry A., on the sidelines give him their active support, as it were. But P. T. Connell is the busy boy who brings home the orders.

HARSTON OR HARRISON

"What is the correct name?" is the usual question asked Mr. L. W. Harston, of the Elyria Iron & Steel Co., Cleveland, Ohio, when introduced to a stranger, but you can be assured there is no question he will tell you as to the quality of the product of this firm or of Mr. Harston's belief that the bicycle industry is in for the greatest prosperity for the next five years, in its history. They are working capacity at the plant now. It's the old story—quality and service counts.

WESTFIELD IN WHITE KNICKERS

In spic and span short pants, abbreviated like their new 1923 prices and fresh and new as their 1923 models, the worthy yeomen of Westfield, led by redoubtable "General Jaypee" and First Lieutenant Hardin, made considerable headway in their 1923 sales offensive. To judge from the activity in the Westfield camp, the right plan of attack and the proper ammunition had been discovered.

SPOTLESS TOWN

A New Departure in Filmdom—A One-Act Drama That Will Hays Would Not Censor

(Scenario)

Scene—The Bicycle Parade, Boardwalk of Atlantic City. Down the boardwalk, parade led by the Mayor and St. Onge. Old riders. Young riders. Babes on velocipedes. Graybeards on bicycles of fine old ancient days. Beautiful bicycle floats and decorated wheels. Queer, beautiful and grotesque costumes—and then

THE NEW DEPARTURE BOYS

led by Colonel Page and little Nan Page—all in pure white, a white float, wheels decorated in white, splendid white standard, with roll after roll of tumultuous applause following them down the parade.

WHY FOSTER DID NOT PLAY GOLF

We looked for W. M. C. Foster, Secretary and Advertising Manager of Mead Cycle Co., Chicago, among the golf players; evidently the last day he played he was off his game or in hard luck like Hoosier Pat, when a goof played the wrong ball.

I'm punk on the drive; a vicious hook
Or slice is the common reward
Of my best endeavor. I've learned to look
In the rough when I hit it hard.
You, who have known a duffer's lot,
Will be able to understand
The thrill I felt at a perfect shot,
And my joy when I saw it land
Near to the green with an ideal lie.
For a three on a par five hole.
Then this bane of golfers ambled by
Ere the pill had ceased to roll,
And disregarding my frantic yell
From afar, that he let it alone,
He played my ball from where it fell
And claimed it as his own.

ROYAL TIRE FLUID

New York—The Royal Supply Mfg. Co., manufacturers of Royal Tire Fluid, Shellac and Bicycle Oil, have made arrangements with Messrs. Jonas B. Oglaend, Inc., 154 Nassau St., New York, to handle the distribution of their line. Their products are gaining steadily in popularity, and with the increased selling facilities, Royal products are now available to every dealer in the trade.

OGLAEND'S NEW CATALOGUE

New York—Jonas B. Oglaend, Inc., 154 Nassau St., New York, have just issued a complete illustrated catalogue of the various well known lines which they handle, such as B. S. A. fittings, Brooks saddles, Accles & Pollock tubing, racing fittings, racing frames, lamps, pumps. A copy of this catalogue should be in possession of every dealer. If you have not received a copy, be sure to write for it.

"ROYAL SUPPLY" EVENS

Mr. Evens, manufacturer of the Royal Tire Fluid, was in evidence—but effective most, when he wasn't around, visible to public gaze, but closeted with O. Ling of Jonas B. Oglaend, Inc., closing negotiations for the Oglaend firm's sole distribution of the Royal tire fluid. Much success to the new combination!

THERE JUST THE SAME

The New York Sporting Goods was not represented in a booth, but was very much represented just the same. Three attendants, led by Sales Manager Disch, was the contingent sent to the show to take care of the firm's interests. He was very busy, was Mr. Disch. Even the ballroom floor couldn't tempt him away from conferees, with whom he was going over big sheafs of sales or purchase orders—we couldn't tell which—from a distance; but he was very busy, and he looked very pleased with his week's work when we saw him off to his train for New York City on Thursday afternoon.

SOME REMARKABLE PICTURES

William F. Mesinger brought with him to Atlantic City a stereoscope and a number of pictures taken by him on his numerous motorcycle tours. Stereoptic photography requires considerable patience and fine judgment of photographic compositing. Very few amateurs succeed at it and Mr. Mesinger is one of the few. The figures in his pictures stand out so distinctly that you almost think that the subjects in the features are alive.

FREE STENOGRAPHIC SERVICE
COMPLIMENTS OF MOTORCYCLE & BICYCLE ILLUSTRATED

The free stenographic service made available to the Show exhibitors by Motorcycle and Bicycle Illustrated, was much appreciated

GLAD TO HEAR IT

The many friends of "Billie" Holland of Holland-Baden-Ramsey Co., of Baltimore, were glad to receive word at the show that he is rapidly recovering from a severe illness.

COULDN'T STAY AWAY

George Greiss, who has been in ill health for the past summer, and is still far from well, just couldn't stay away from the convention. He came over from Ocean City and wheel-chaired down the board walk, shaking hands with his many friends. Here's hoping he feels like a prize fighter next convention time.

WILSON & MONROE

Or is it Monroe & Wilson? At the Atlantic City show last week it was noticed that Stanley Wilson and Sam Monroe were arm in arm much of the time and we asked them if the new firm was to be called Wilson & Monroe or Monroe & Wilson, but they said they were not quite ready to make an announcement.

302 MILES THE FIRST DAY

Mr. S. E. Rochelle ("The Man on the Job") motorcycle and bicycle dealer of Durham, N. C., made the trip to the Atlantic City show with Mrs. Rochelle in the sidecar. He was driving a Harley-Davidson and judging by his record the first day, he made some speed on the way up. Mr. Rochelle says that business the past year has been fair, but that business the year ahead looks pretty bright on account of the decline of prices and the bumper crops in the South. The trip was especially enjoyable in the keen bracing September air with the autumn foliage just beginning to show itself and the prospect ahead of a cordial greeting all around from his co-workers at the Exhibit when he arrived. Our hats are off to Mr. and Mrs. Rochelle. Motorcycle is the way to travel to a bicycle show.

PERTINENT REMARKS BY STAUTER

W. E. Stauter, the clever advertising executive of the Davis Sewing Machine Co., Dayton, Ohio, made some pointed quotations on advertising at the Atlantic City show that bicycle manufacturers might do well to study. This young gentleman purchases about $500,000 worth of advertising annually and knows his business. No bicycle manufacturers are closer to their customers than this firm and printers' ink is what is doing it. Read these gems carefully, then write the trade papers for order forms, rate cards and send advertising copy.

Nothing advertised—nothing sold.

Be reasonable in figuring advertising results, it always pulls, but seldom jerks.

Advertising builds prestige.

If it's good enough to sell, it's good enough to advertise.

Save your salesmen for closing work

The firms with nothing to advertise confess failure.

The small manufacturer who advertises never fears big competition.

Advertising pulls only when salesmen push.

Does your ad tell as good a story as your salesmen?

Advertising is like religion. The more you put in the more you get out.

The concern that isn't satisfied with "it's share" of business, gets the lion's share by advertising.

With the dealer on his side, a manufacturer's position is invincible. Use the trade papers for the dealer's part, you can't influence the dealer through consumer advertising.

You know what it costs to advertise; but do you know the cost of not advertising.

1923 Indian Bicycles

Best models-Best equipment-Lowest prices

Model 13

With prices lower than ever, with improved models and equipment, the outlook for INDIAN Bicycle sales gives promise of being the best in its history. The followng features make the INDIAN line especially attractive for the season of 1923.

Improved frame construction, through the use of gracefully curved rear stays and drawn steel hanger bracket. Head and hanger cups turned from bar steel.

Forged fork crown on adult models.

New type truss forks on Motobikes.

Drop side mud guards with ruby jewel on rear is standard on all models.

Persons saddles on adult models.

INDIAN aluminum pedals—the kind that never rust.

Fisk or Federal Cord tires.

New Departure brakes—Corbin or Morrow optional.

As new members of our bicycle family we have added the two-piece hanger models in Diamond Frame, Junior Roadster and Motobike, as well as Arch Bar, which is also supplied with the one-piece hanger.

One-Piece Hanger Models	1922	**1923**
Model 130 Diamond Frame, 22" or 20"	$50	**$35.00**
Model 130-H Junior Roadster, 19"	50	**35.00**
Model 131 Motobike, 21" or 19"	55	**38.50**
Model 131-T, Electrically equipped	60	**43.50**
Model 132 Arch Bar, 21"	...	**36.50**
Model 134 Ladies', 20"	52	**37.50**
Model 135 Boys' Juvenile, 17" 26" Wheels	45	**32.50**
Model 136 Girls' Juvenile, 17" 26" Wheels	46	**32.50**

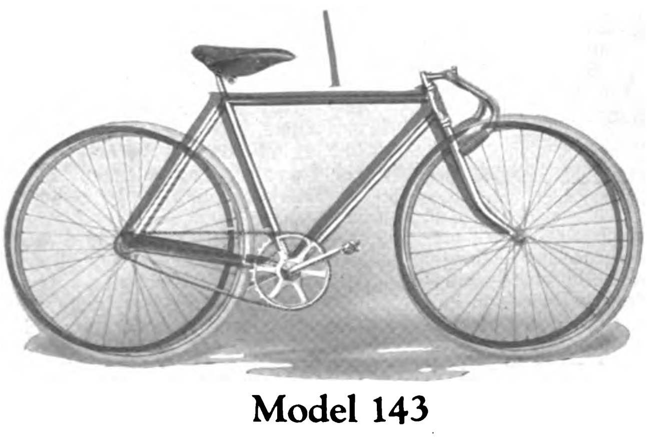
Two-Piece Hanger Models	1922	**1923**
Model 140 Diamond Frame, 22" or 20"	...	**$37.50**
Model 140-H Junior Roadster, 19"	...	**37.50**
Model 141 Motobike, 21" or 19"	...	**41.00**
Model 141-T, Electrically equipped	...	**46.00**
Model 142 Arch Bar, 21"	...	**39.00**
Model 143 Racer, 21"	...	**45.00**

Prices F. O. B. Factory

Do Not Overlook the Sales and Advertising Value of the Indian Name Plate.

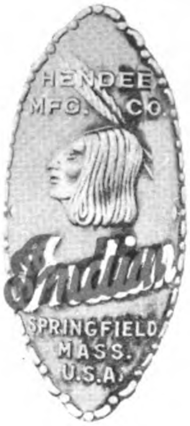
HENDEE MANUFACTURING CO.
Largest Motorcycle Manufacturer in the World
SPRINGFIELD, MASSACHUSETTS

M



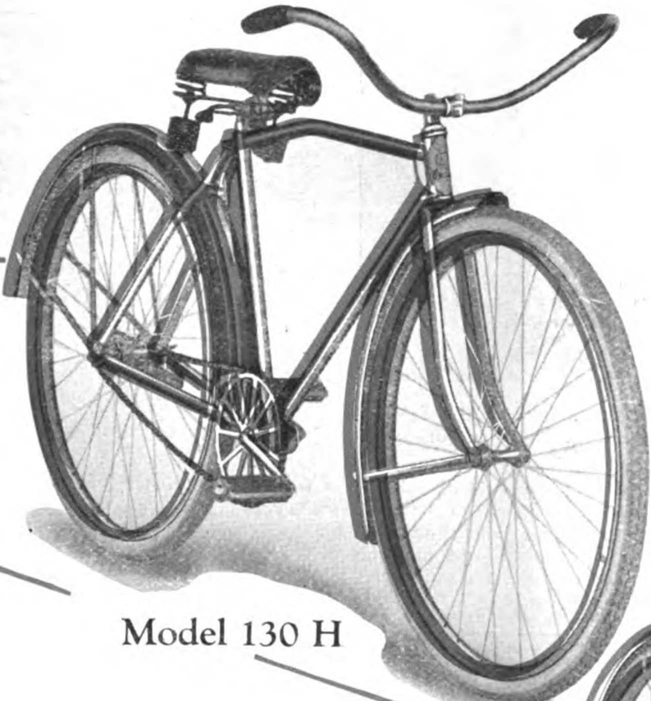
Model 143

Model 130

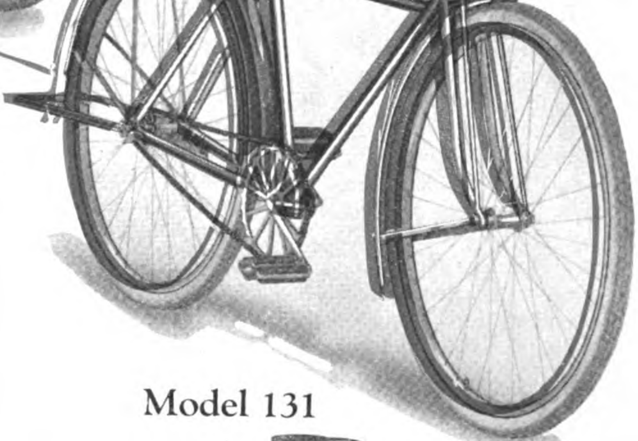

HENDEE
MFG. CO.
Indian
SPRINGFIELD
MASS.
U.S.A.

The Indian Name Plate

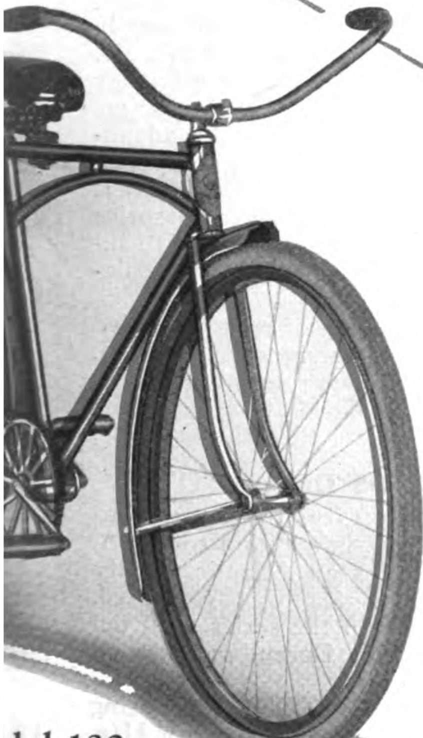
has a special attraction and value to the bicycle rider. It's a big asset to the dealer.



Model 130 H



Model 131



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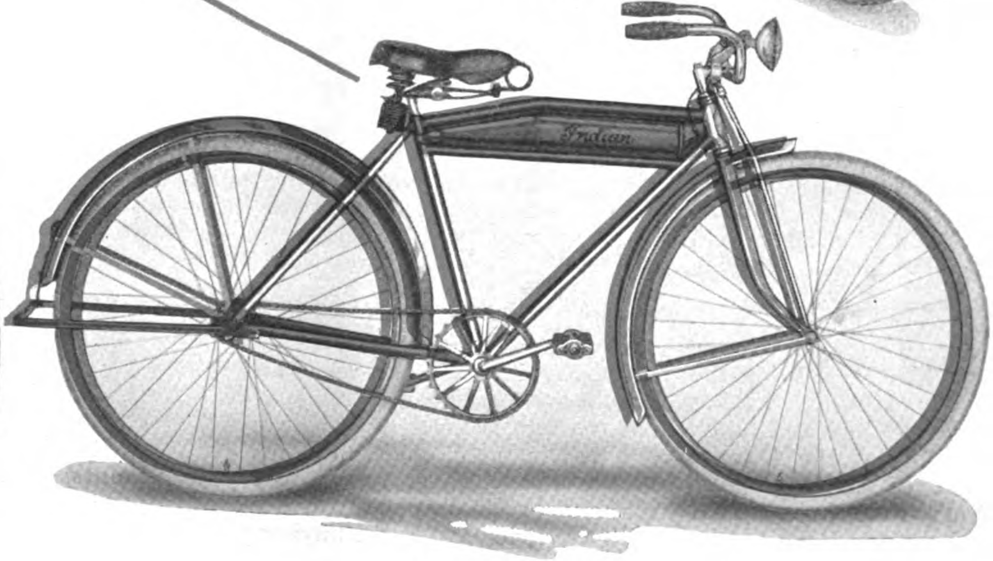


Model 131 T

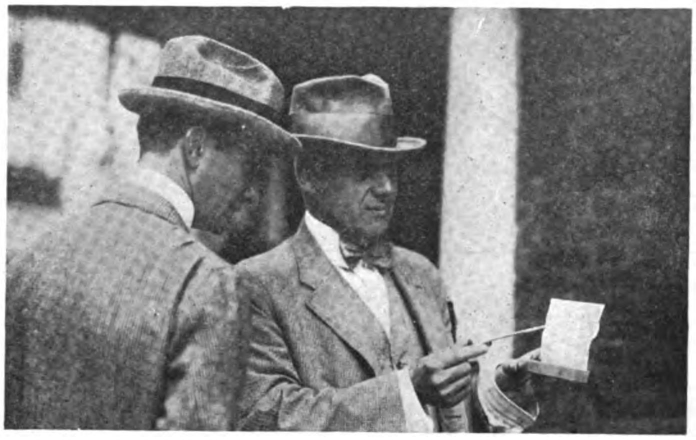
"Tinkling Ice."

(With Apologies to Walt Mason)

WHEN Summer's heat is at its worst and irritates the Nation's thirst, no scothing can quite surpass that icy "tinkling" in a glass, where frozen bits of H_2O and sprigs of mint remind us so, of him who's now a bit forlorn—the much lamented, . Barleycorn. But, really, we should hesitate to hint or even intimate, what use you'll have for this device save smashing into cakes of ice for sparkling bits of sundry shape which cool the harmless juice of Grape, or chill a temperate Claret Cup before they send the dinner up.

So please accept as evidence of our sincerest compliments, this pick, of which the narrow part exemplifies the Swaging Art, by which great whirling hammers coax strong steel to take the shape of spokes for motor wheels or fill the needs of "bikes" or small velocipedes.

We hope you'll use it as you should, in ways to do the greatest good—and may no other pick supplant this token from THE STANDARD PLANT.



E. Frost Knapp of the Torrington Co., presenting a friend with one of the souvenir ice picks distributed by the company at the Atlantic City Show

MIDWINTER MEETINGS IN FEBRUARY

THE midwinter meetings of the different cycle trades' associations comprising the Cycle Trades of America: Cycle Parts and Accessories' Association, Cycle Jobbers' Association of America, Bicycle Manufacturers' Association and the Motorcycle and Allied Trades' Association, will be held in New York next February, in connection with the show to be promoted by the Motorcycle and Allied Trades' Association. This decision was reached at a meeting of the directors of the Cycle Trades of America held during the Atlantic City convention last week. It was considered that in view of the closer affiliation of all the associations with the motorcycle than they have with the automobile that it would be better to hold the meetings in connection with the February show than at the time of the automobile show in January as heretofore, particularly as the annual convention of the National Cycle Dealers' Association will be held during the cycle show.

The directors elected L. N. Southmayd as president to succeed Horace M. Huffman who has served for the past two years, Mr. Huffman having retired from the cycle field and taken the salesmanagership of the Dayton Steel Racquet Co. of Dayton, Ohio. President Southmayd has for the past two years served as president of the Cycle Parts and Accessories Association and has made such a fine success of it that he was drafted by the directors to take the helm of the C. T. A., which is the grand lodge of the trade. President R. J. Leacock, of the Cycle Jobbers, was elected first vice-president of the C. T. A.; A. E. Lonn was named second vice-president; W. G. Schack, who is also secretary-treasurer of the Bicycle Manufacturers' Association, was re-elected treasurer of the C. T. A.; Frank J. Weschler was elected secretary, and H. J. McCarthy was re-elected executive secretary in charge of the New York office.

The directors were unanimous in their decision to retain Fred St. Onge for another year of his wonderful missionary work. The enthusiasm aroused whenever his activities were mentioned during the week left no doubt as to how the trade feels about it.

TENDENCY FOR LIGHT MODELS

THE tendency seems to be of late for lighter bicycles. A call at the Pierce and Emblem booth at the Atlantic City show brought out the information that the company is getting out a model that brings one back to the days of light bicycles. For many years the Pierce has always been coupled with racing bicycles. That was because Frank L. Kramer raced and won championships on one for many years, but the fact is that two years ago the double-bar model made up 55 per cent. of the business. However, last year, that proportion dropped to 45 per cent., with the tendency of the buying public turning to the lighter models. The manufacturers have seen the light, and, this year the Pierce company conceived a light model that was used back in the old days for racing purposes. It is made with three-piece crank hanger, nickel steel, a very light pair of guards if the purchaser wants them and a light spring saddle. It is a classy-looking mount and is sure to meet with public favor.

MAC-CON PRODUCTS, INC.

THE very newest company in the field, so new that everybody who saw the name of the new concern after that of H. J. McCauley, on the official register, asked, "What's the Mac-Con Products, Inc?"

The answer is that it is a $100.000 company, incorporated under the laws of New York, and that it will specialize in sheet metal parts and bicycle specialties finished to specification.

H. J. McCauley, whom everyone in the trade knows through his seven years' association with the Forsythe Metal Goods Co., of East Aurora, N. Y., is president of the new company. Charles J. Connor, of the Connor-Hendee Conveyor Co., manufacturers of unloading and conveying machinery, at Buffalo, is secretary and treasurer and William H. Lee, former owner of the Simplex Stamping Co. of Buffalo, is vice-president and factory manager.

The new company has 27,500 square feet of floor space in a two-story brick building at 45 Letchworth street, Buffalo, and is ready for business, equipped with modern machinery and tools and prepared for the economical production of an improved line of accessories.

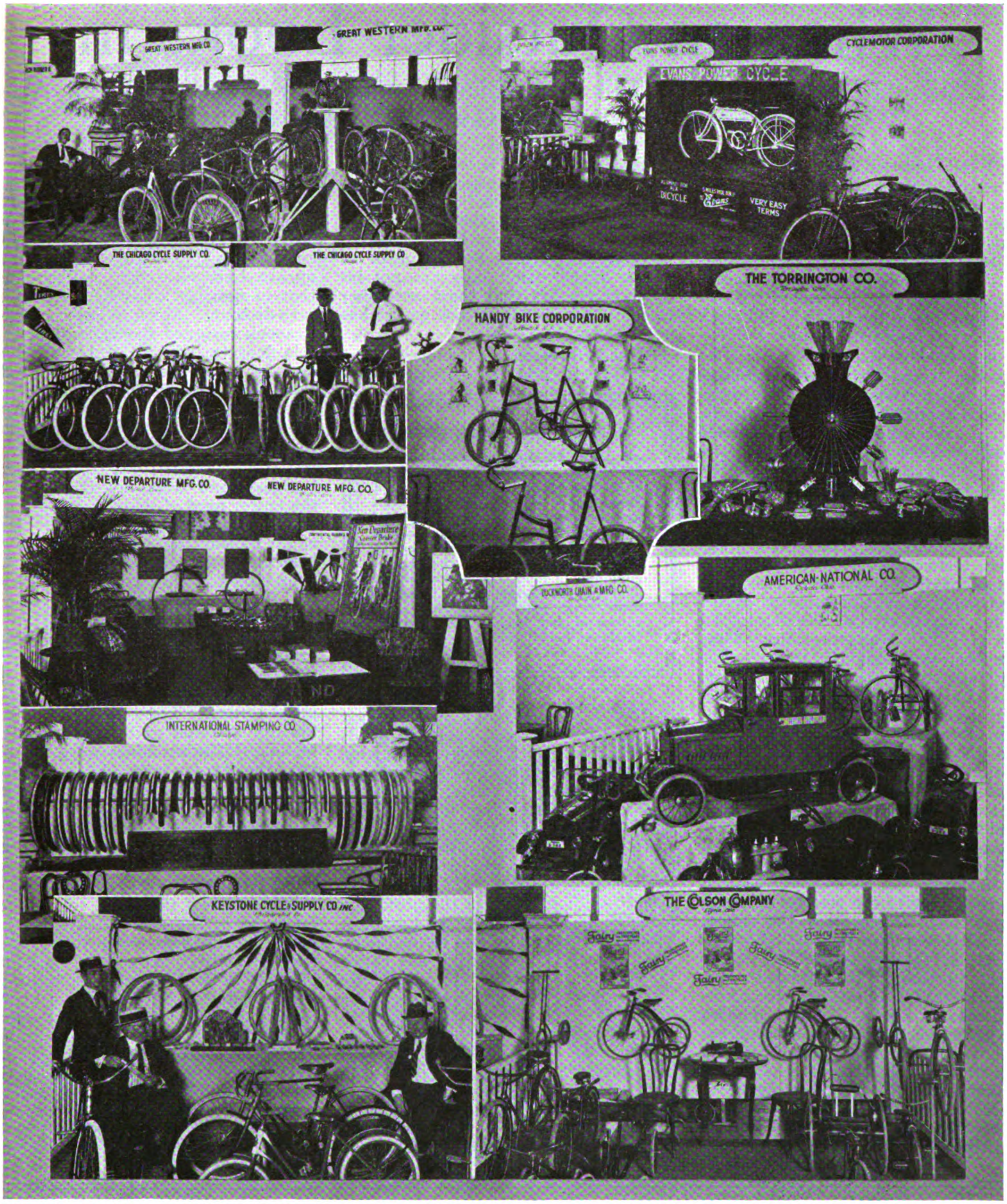
"Among our important advantages which we can pass on to our customers in the shape of lessened costs is that Buffalo has an unlimited supply of skilled labor to draw from," said Mr. McCauley. "This makes for efficiency in the production end. In addition we are in a position to reap the advantage of the through freight service offered by the railroads. Our plant is prepared to make parts and accessories as the trade demands them and to insure quick production and prompt delivery."

An interesting bit of rumor coupled with the reported resignation of W. J. Surre as sales representative of the Forsythe Metal Goods Co., is that he will shortly handle the Mac-Con line.

LOCAL LADS DECIDE TITLE

AT Atlantic City, Saturday, September 16, in addition to the A. B. L. title series an Atlantic County championship series was contested. J. McConnell won the series with ten points. M. Van Doren was second with seven points.

At the races C. F. Olin, advertising manager of the New Departure Mfg. Company, gave away many horns to the kids that turned out for the race. William G. Schack, of the Pierce and Emblem, was also on the job at the race as were a number of trade people.


GREAT WESTERN MFG. CO.
GREAT WESTERN MFG. CO.
EVANS POWER CYCLE
CYCLEMOTOR CORPORATION
EVANS POWER CYCLE
VERY EASY TERMS
THE CHICAGO CYCLE SUPPLY CO.
THE CHICAGO CYCLE SUPPLY CO.
THE TORRINGTON CO.
HANDY BIKE CORPORATION
NEW DEPARTURE MFG. CO.
NEW DEPARTURE MFG. CO.
New Departure
ND
DUCKWORTH CHAIN & MFG. CO.
AMERICAN-NATIONAL CO.
INTERNATIONAL STAMPING CO.
KEYSTONE CYCLE & SUPPLY CO. INC.
THE OLSON COMPANY
Fairy

WHAT THE BOYS USE

THE AMERICAN BOY MAGAZINE has just completed an in-stigation among 1,000 boys, with a ew to learning their likes and dis-kes in regard to the bicycle and its uipment. Some of the results of the questionnaire sent out are very interesting. To begin with, 551 of the 1,000 boys addressed, replied, and of these, 425 owned bicycles. Of the 126 who did not, 37 reported that they had at one time owned a bicycle. On the matter of coaster brakes, 412 of the boys said their wheels had coaster brakes. Only 13 were without. The boys also proved good customers for other equipment, 84 having bought lighting equipment and 75 luggage carriers, indicating that the wheels are used for something besides just fun.

When an Outsider Looks in

Some Straight from the Shoulder Talk to the Bicycle Industry by a Man Who Has Asked a Lot of Questions and Got a Lot of Answers

THE address of Saunders Norvell before the general meeting of the Cycle Trades of America, at the St. Charles Hotel, Atlantic City, Tuesday morning of convention **week, contained** a lot of things to make the trade sit up and take notice. Judging from the comments and armchair discussions that followed, Mr. Norvell said a mouthful. Following is his address, in part:

"When I was in the hardware business a man without any hardware experience applied for a job as salesman. 'But,' I said to him, 'how can you sell hardware when you do not know anything about the business?' 'Oh,' he answered, with an engaging smile, 'I will talk 'glittering generalities.'' Probably it will be wiser and safer for me if I follow his plan. Since I accepted the invitation to speak on this occasion I have had the pleasure of corresponding with a number of the leading bicycle men of the country. I have sent them a questionnaire. They have been good enough to write me very fully about the bicycle industry, but if I should read these letters verbatim I am afraid I would start a riot in this meeting.

"My earliest recollections are of the old-time three-wheeled wooden velocipedes—the large wheel in front and the two small wheels behind. I provided the motive power with great enthusiasm to this machine.

"Later I rode that monstrosity called the 'ordinary'—I mean the six-foot large wheel with the small wheel tagging behind. Then came the rubber tire and the modern "safety." By this time I had become something of an expert. I thought I could ride fast. I entered myself in a road race in Forest Park, St. Louis. A large number was placed on my back. I think it was 23. Around my neck I hung a lemon on a string. I started in this race but frankness compels me to say I never finished. I soon realized that I was not a racer. I, however, learned a lesson from this race that I have never forgotten, and that is when a man in any organization simply compares himself with himself he is liable to gather rather inflated ideas about himself. It is only when we go out into open competition with others that some of us realize that we not only are not bicycle racers but that there are other fields of endeavor for which nature has not fitted us!

"Just before the great bicycle boom in 1892 I was traveling in the West selling hardware and sporting goods for the Simmons Hardware Company. One of my sporting goods customers was Browning Brothers, of Ogden, Utah. This Browning invented the modern Winchester rifle and the automatic pistol. He was also the inventor of the machine gun used by us in the recent world war. He has become a multi-millionaire from the profits he made on his patents and I sold my first safety bicycle to him and his brothers. Then shortly afterwards I was called home to St. Louis and placed in charge of the sales of the Simmons Hardware Company. Those were busy days in the bicycle game. Our principal competitor was the Shapleigh Hardware Company. There was a certain man by the name of Leacock in charge of the bicycle department. Our Simmons' salesmen constantly complained of their competition. They were agents for the Stearns' wheel. One fine day in July, 1901, with certain associates I bought the controlling interest in the Shapleigh Hardware Company. I was curious to get at the secret of Mr. Leacock's keen competition. We checked up Mr. Leacock's costs and we found that in figuring costs he took in the cash discount. Much to our regret Mr. Leacock resigned the management of this department. He went into business for himself in St. Louis and today I am told he is one of the largest bicycle jobbers in the country. After the passing of all these years I hope to meet him at this convention!

IS YOUR TOWN LIKE THIS?

I live in Larchmont, 25 miles from New York. I know there is a bicycle store in town because I have seen it but I have never seen any bicycle advertising in the local paper, have never received a single bicycle circular, have never seen a bicycle poster at the railroad station, and in fact, while I am rather keen in studying such things I have never seen the slightest indication of any bicycle salesmanship in the town of Larchmont.

"On January 1, 1911; I retired from business, and with my family spent the larger part of the years 1911, 1912 and 1913 traveling in Europe. Here again I made the acquaintance of the bicycle. In Europe the bicycle is fully appreciated and used. I remember on one occasion attending a very formal garden party at a beautiful estate in England. Imagine the surprise of my family when the guests on this occasion in top hats and in delicate afternoon gowns appeared riding their bikes up the road. Even the Bishop with his top hat and gaiters appeared on his bike. The machines were wheeled into the garden and deposited along the hedge. No one seem to think there was anything unusual about it. How many ladies in the United States will doll up in their afternoon finery and then mount a bicycle and ride several miles to an afternoon reception?

"Now have I the nerve to comment on some of the conditions that exist in the bicycle industry in this country today? Only 30 per cent. of the entire amount of wheels manufactured are sold to adults. Seventy per cent. are sold to children. The greatest enemy of the bicycle has been the automobile. On account of the automobile it is believed to be dangerous to ride a bicycle on popular automobile highways. The statistics, however, indicate that very few persons riding bicycles are struck by automobiles.

A man in business can only keep up with the times by constantly changing with the times. When he pauses to take a little rest he is a back number.—Saunders Norvell.

Nothing is more wasteful than irregular advertising. It is simply money thrown away. Advertising to pull must be done steadily.—Saunders Norvell.

Most children killed or injured by automobiles are on foot and they are injured by suddenly running in front of a machine. Drivers of automobiles can watch and guard against striking persons riding bicycles. It is believed that the danger of the automobile to the bicyclist is largely psychological. In other words, it is simply nervousness on the part of the would-be rider.

"One of my correspondents writes me that there are twelve large bicycle manufacturers in the United States. These twelve control the industry. He informed me they have been very conservative; they have been very slow to reduce prices; they are not overly-enthusiastic when it comes to spending money on advertising; they question the value of advertising that has been done.

"Another correspondent informs me that there are very few real merchants among retail bicycle dealers. He writes that most of the dealers are mechanics and they devote the larger part of their time to repairing. They are not sufficiently interested in making new sales, do not read trade magazines, do not study or properly use advertising and in other words, are very poor salesmen. I was rather struck with this communication because I stopped and asked myself—'Has any dealer ever attempted to sell me a bicycle?' Frankness compels me to say they have not. I live at Larchmont, 25 miles from New York. It is a thriving village. I know there is a bicycle store in the town because I have seen it but I have never seen any bicycle advertising in the local paper, have never received a bicycle circular, have never seen a bicycle poster at the railroad station and in fact, while I am rather keen in studying such things I have never seen the slightest indication of any bicycle salesmanship in the town of Larchmont. I actually believe I would buy a wheel and try my hand at it again in my old age if anyone would sufficiently urge me.

"Another correspondent tells me that so many dealers have quit the bicycle game that there are not enough dealers to sell all the lines of bicycles and that manufacturers instead of training or educating their own retail dealers simply scrap with each other for the lone dealer who may be in business in a village. As a result, one dealer instead of sticking to one line of bicycles may have in stock a number of wheels, each of which is from a different manufacturer.

NOT ENOUGH OF IT

I think the work done by Mr. McCarthy has been excellent, but have you done enough of it to make an impression? I doubt this because I myself, a student of advertising, have never been impressed by the advertising of the bicycle industry in this country.

"As I was a jobber for so many years I naturally inquired in seeking information what the jobber did for the bicycle industry today. One of my callers in my office when I propounded this question politely put his hand to his mouth, turned his head aside and laughed in his sleeve. Nevertheless I am of the opinion that the local jobber is a stronger factor in the industry than ever before. The National distributor is losing ground. He was trying to spread out too far but the jobber who covers a territory within reasonable shipping radius is a very valuable part of our sales and distribution system. In my own concern we depend very largely on him. You cannot get along without him.

"Then I inquired about what was being done in the way of advertising—what steps were being taken to increase the desire for bicycles—how the advantages of the bicycle were being placed before the new generation in this country. One gentleman in reply to my inquiry sent me a certain Mr. McCarthy, a very efficient young man, who took me carefully through the advertising campaigns that the Association has carried out. I have had a good deal of experience with advertising men and also with advertising. In our own business we spend a great deal of money in advertising. It falls to my lot to study advertising campaigns. It is only fair for me to say that I think that the work done by Mr. McCarthy has been excellent but have you done enough of it to make an impression? I doubt this, because I myself, a student of advertising, have never been impressed by the advertising of the bicycle industry of this country.

"I am a great believer in advertising and it seems to me that the bicycle industry of this country could spend a great deal of money profitably in propaganda. However, in my judgment, nothing is more wasteful than irregular advertising. It is simply money thrown away. Advertising to pull must be done steadily. It seems to me that the greatest field for advertising bicycles should be not in the large cities but in suburban towns and in the smaller places. All of us know in these luxurious times the terror that many men and women have for excess weight. Why has the bicycle not been advertised as a delightful medium for reducing fat? It would be far more pleasant to ride a bike than to walk?

"Then in our suburban towns why shouldn't the commuters ride their bikes to the train? Why shouldn't arrangements be made with the railroad companies by which station agents would care for bikes during the day so the commuter could use

When a man in any organization simply compares himself with himself he is liable to gather rather inflated ideas about himself.—Saunders Norvell.

Miss Catherine Campbell, of Columbus, Ohio, who was chosen as the most beautiful girl in America at the Atlantic City pageant, visited New York last week and was taken for a ride in a police sidecar, after visiting the International Police Conference at the Waldorf Astoria Hotel.

his bicycle returning home in the evening? In almost every suburban town near a large city you see the street cars jammed to suffocation with sweltering humanity. These people with a little urging could be persuaded to ride bicycles. In this country today roads are better than ever. Our roads are constantly being improved. Riding a bicycle should be just as delightful as it was in the old days. It is my belief that if it could be arranged so that the sales price of every bicycle should carry a certain amount of advertising, in two or three years' time it would be possible to completely change the thinking of the people of this country on the subject of bicycles. I believe in a very large measure the bicycle could be brought back into public favor.

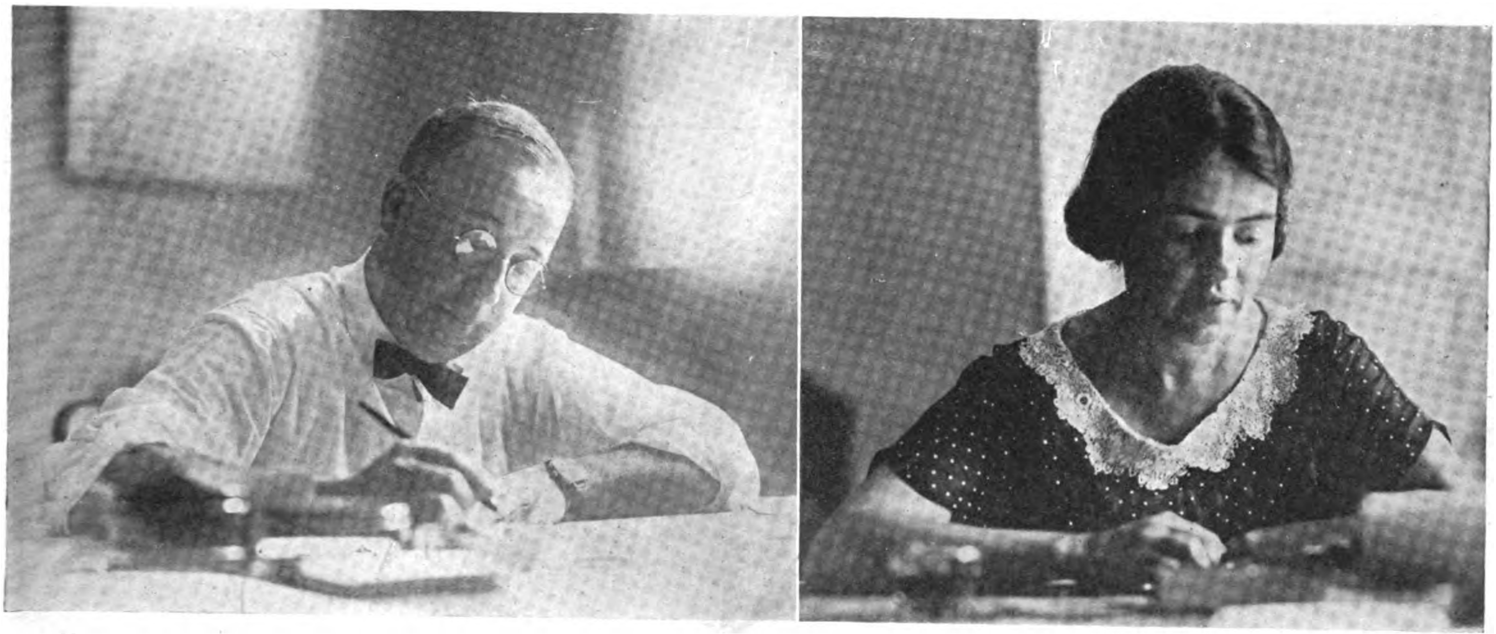
"We have here in the United States one hundred and ten million people speaking the same language. Never before in the history of the world has there been such an enormous area of country without any handicaps to trade in the form of tariffs and customs. Stop and think what this means. What a field for standardizing the manufacture of a product, producing the goods at the lowest possible cost in enormous quantities and then selling these goods broadcast to the teeming population! This opportunity has been grasped in a number of various lines. The most conspicuous example is that of Henry Ford. As we all know he standardized a low-priced car, manufactured in enormous quantities at the lowest possible cost and gave the people the benefit of his large sale and his low prices. The thing that strikes me about the bicycle industry is how susceptible it would be to the same treatment. Now suppose some manufacturer would standardize a bicycle, manufacture it in enormous quanties and give the benefit of the low price to the people. Of course, in the bicycle business as in automobiles, there will always be a certain class of people who will prefer something of a higher class—something de luxe—something dolled up better than the ordinary thing, and these people are willing to pay for such things. Of course I do not believe that the entire bicycle industry could be standardized to one wheel but I do believe that probably 60 per cent. of the sales of the country could be, on one type of good wheel.

"It strikes me that the bicycle industry is at the meeting-point of two roads. One is to spend large sums to popularize the bicycle. These sums, of course, must be added to the cost of the wheel sold. If this plan were followed by the various manufacturers I believe that the sales of bicycles could be increased very largely. The other road is to standardize a bicycle and sell it at a popular price. If any manufacturer were sufficiently powerful to do this he would, of course, drive other manufacturers out of the business, but after all, business, like life, in all of its forms is simply a question of the survival of the fittest.

"There is another thought that comes to me in connection with the bicycle industry. General Ludendorff made the striking statement in his memoirs that a battle was a living thing. It changes from minute to minute. So I believe business in all lines is a living thing. Business never becomes fixed. It changes from day to day—from hour to hour. A man in business can only keep up with the times by constantly changing with the times. When he pauses to take a little rest he is a back number. So the bicycle business since I was in it years ago has changed wonderfully. It is not the same business that I knew and in ten years from now it will not be the same business it is today. If you would survive you must change with the times."

"Over in Europe last year I noticed that the entire drift on the automobile industry seemed to be to small machines. I suppose they are made small because they can be manufactured at a lower cost and also because the consumption of gasoline is less. The striking difference between street scenes in London and Paris and in New York is the difference in the size of the automobiles. I am wondering if here in this country there will not eventually be a machine invented that will be a compromise between a small automobile and the present bicycle. Motors are being built that are so light and so powerful that I am wondering why someone does not create a three-wheeled or a four-wheeled cross between a bicycle and an automobile that every family could use—a machine that would start instantly and that would have a cruising power of some 25 or 30 miles. How convenient such a machine would be for ladies to use in shopping in suburban towns, in catching trains, for going on little jaunts into the country!

"Now, of course, I know there are motorcycles. I do not mean this kind of machine. I mean something not so noisy—something quieter—something more refined—a machine, for instance, with power that a lady in an afternoon gown could mount and ride several miles to the house of a neighbor—a machine the construction of whose motor would be so simple that it would be fool-proof. I have a boat with a detachable motor made in Evansville, Indiana. This little motor only weighs 35 pounds. It propels a 16-foot boat ten miles per hour. It is a beautiful piece of mechanism. I cannot but wonder why a similar motor could not be evolved for this new form of bicycle. I believe the future of the bicycle industry really lies in this direction."



Chairman Frank P. Chase, of the arrangements and entertainment committee, at his desk at convention headquarters in the St. Charles Hotel, and his capable and loyal assistant and better half, Mrs. Frank P. Chase

EVERYONE HAD A GOOD TIME

CHAIRMAN FRANK T. CHASE of the general arrangements committee saw to it that the trade men who came early and stayed late at the Atlantic City gathering of the bicycle and accessory manufacturers and jobbers last week had a good time. It began the moment they registered, for anticipation they say, is as great a pleasure as the actual event, and the minute you saw the program you couldn't help anticipating a good time.

Frank said that he had his difficulties in picking a play for the theatre party or rather, it was that because of the closing of many of the theatres the week before the convention there was no choice, but because Frank deserves a good break the one that was open presented an unusually good musical comedy and everyone enjoyed it. Especially, as many of the trade men found a striking resemblance to our old friend Charley Weaver in the leading comedian. Next day they asked him why he had kept his stage career such a profound secret all these years but he just smiled and refused to answer on the ground that he might incriminate himself.

Wednesday night the annual prize dance was held at the St. Charles Hotel. The first prize went to H. P. Hansen and Mrs. Charles Sauer. Frank Snook came down from Philadelphia especially to get into the dance but the best he could do was to win second place.

On Thursday afternoon the ladies had a bridge party. Mrs. A. C. Rice and Mrs. R. W. Dick carried home the prizes.

As a special inducement to the trade men to be on time for the opening of the general meetings Tuesday and Friday morning there was a prize drawing at the opening of each meeting in which those on time had a chance for something worth while, a camera Tuesday and a correspondence set Friday. Frank said the camera was to take pictures to send home to prove you were where you said you were and the correspondence set to make it easy to let the wife know you still remembered the home address.

Friday afternoon the golfers had their annual tournament.

F. A. Baker won the first prize with a score of 85. H. P. Hansen was second with 91, and Frank Chase third with 92. None of the scores exceeded 111 and most of them were below 100. The scores were as follows: F. A. Baker, 85; H. P. Hansen, 91; Frank Chase, 92; J. P. Fogarty, 93; A. J. Musselman, 94; C. E. Morehouse, 95; Louis Schwab, 95; E. E. Baldwin, 97; L. D. Harden, 98; B. A. Edgar, 100; Joseph Goodman, 108; Howard French, 110; Harry Perlstein, 111.

One of the most appreciated services rendered by Chairman Chase, and one that has become an institution we couldn't get along without is the daily bulletin, issued each morning, containing the lists of trade men registered and their hotel addresses, as well as announcements of convention news, and snappy comment on convention incidents. It is a lot of work to get this out but Chase has the satisfaction of knowing it is appreciated.

And, of course, everyone who registered was remembered by the Frank Mossberg Company for which Chase works when he isn't hustling for the association. We found the morning papers in our hotel mail boxes and also a copy of the Saturday Evening Post.

It certainly was a busy week for Chase.

MANY SOUVENIRS

SOUVENIRS were very much in evidence at the Atlantic City show and convention last week.

Among those distributed were some nifty nickel plated ice picks by the Torrington Company, neatly boxed and accompanied by an appropriate rhyme.

The New Departure furnished pencil sharpeners to keep the points on the pencils of the salesmen.

William Surre supplied the golfers with rubber tees.

Emblem and Pierce Bicycle Co. and Vitalic Tires furnished caps for the bicycle riders in the parade.

Davis Sewing Machine gave away quill pen holders.

Motorcycle and Bicycle Illustrated supplied everyone with a book of the bicycle records so that they might keep tabs on any records broken by the racers on Saturday.

Eclipse Machine Co. were on hand with their popular memorandum books and whisk brooms.

The B. F. Goodrich Co. supplied the bathers with rubber caps.

Bearing Co. of America handed out finger rings in the shape of gold-plated ball retainers.

The Gong Bell Mfg. Co. distributed watch fob bells.

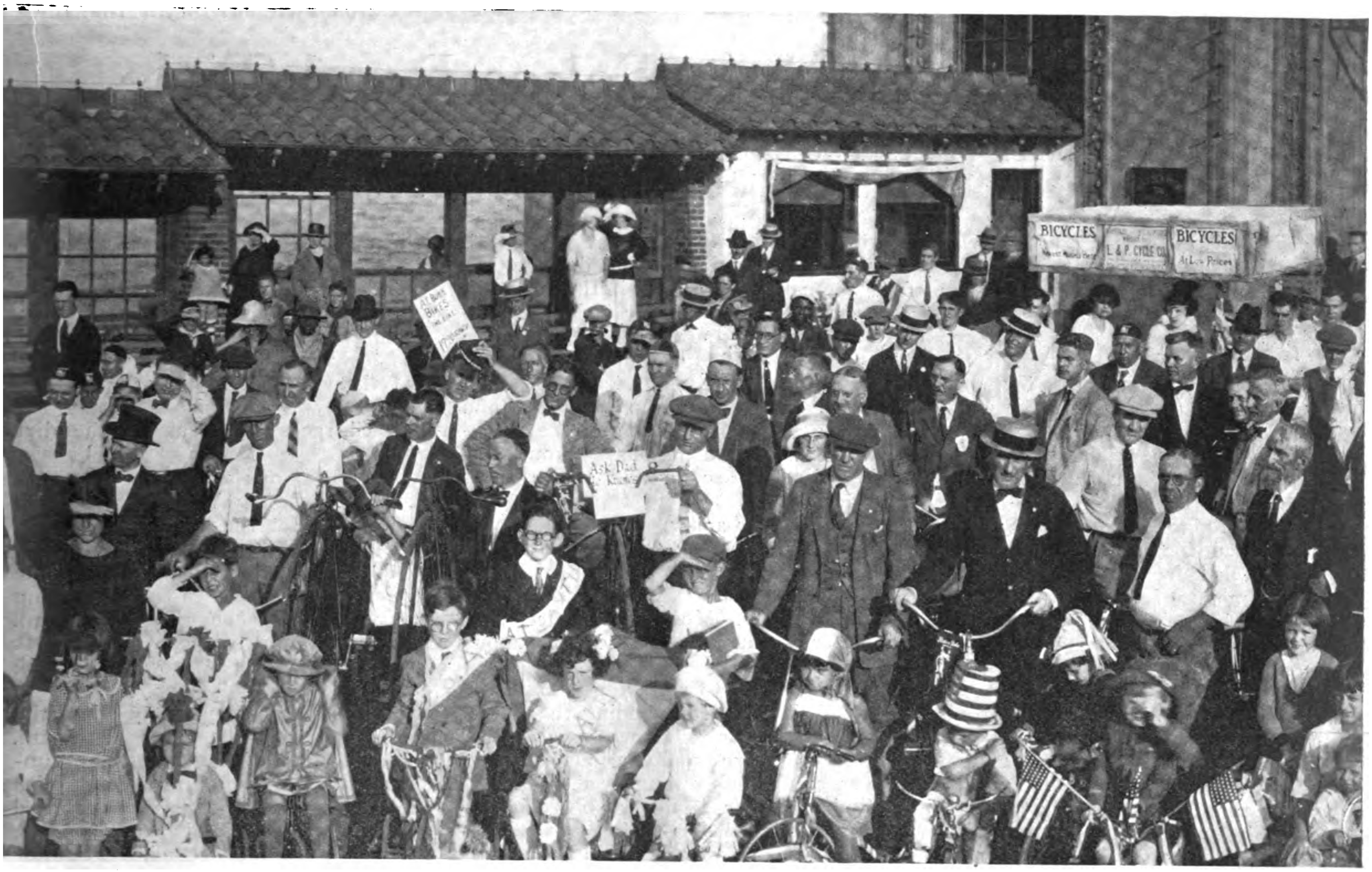
The Chicago Cycle Supply Co. furnished whistles for the noise makers.

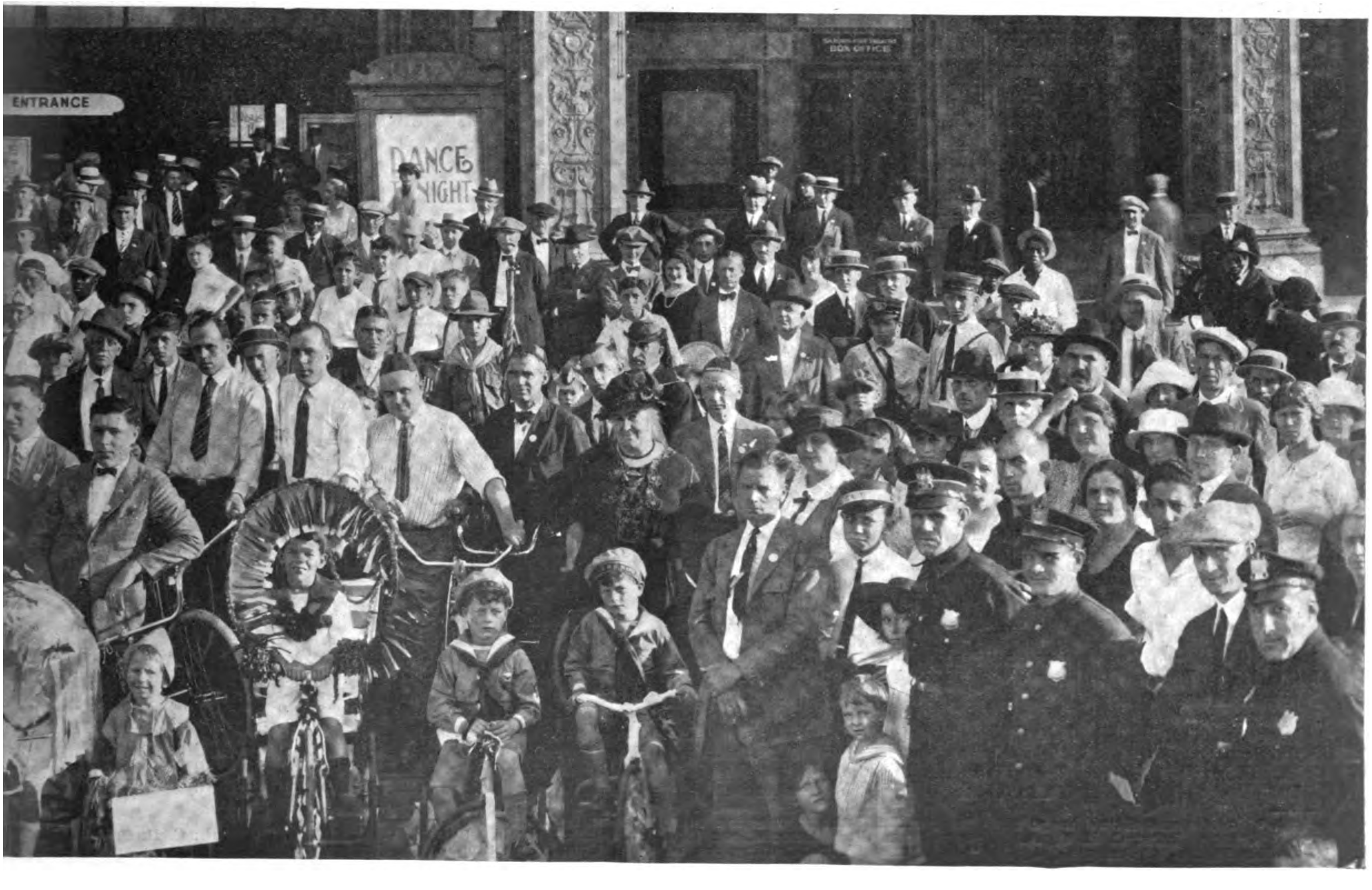
Federal Rubber supplied leather covered combination memorandum and card cases.

American Wood Rim furnished recreation in the shape of wooden dice and cribbage boards.

DANCE
TO-NIGHT
8 to 11
THE FINEST
BALL ROOM
IN ATLANTIC CITY
DANCING
NATIONA
BICYC
ACC

The Bicycle Parade disbanded in front of the entrance to the show on Ga


BICYCLES
L. & P. CYCLE CO.
BICYCLES
At Low Prices
Ask Dad


ENTRANCE
BOX OFFICE
DANCE TONIGHT

at Atlantic City, and the cameraman caught the crowd in a happy mood

Carl Hambacher Takes Road Title

New Jersey Champion Scores Two More Points Than Steve O'Connor, San Francisco, in Atlantic City Finals Charles Smithson, Washington, D. C., Wins Junior Title

CARL HAMBACHER, New Jersey's road champion and star member of the racing team of the Bay View Wheelmen, of Newark, is the 1922 Senior road champion of America. Carl won his right to the title by scoring 14 points in the finals run under the auspices of the Amateur Bicycle League of America, Inc., on the final day of the Cycle Show and Convention at Atlantic City, Saturday, September 16.

Second place in the Senior class was accounted for by Steve O'Connor, a speedy lad from the New Century Wheelmen, of San Francisco, who scored 12 points. Edward Conrad, champion of Missouri and a member of the Century Cycle Club of St. Louis, and Bertell W. King, a member of the Empire City Wheelmen of Brooklyn, N. Y., who substituted for George Hess, the New York State champion, who was so badly injured the day previous that he was unable to ride, tied for third with eight points each. They tossed a coin and Conrad was the winner of the toss and he took third place in the series.

In the Junior class a clean sweep was nearly made by Charles Smithson, who is a member of the Washington Division of the Century Road Club Association. Smithson won the quarter-mile and the third-mile sprint events. He also qualified for the final of the half-mile race, but was taken sick and was rushed to a doctor. He was unable to compete in the final, but came back and gamely rode the one-mile unpaced and finished second. He scored a total of 13 points, two more than Joseph Simons, Denver, and George Howe, the Texan. Simons and Howe rode a quarter-mile race to decide second, and Simons won out, giving Simons second and Howe third places.

Carl Hambacher, the winner, was riding a Samore Special equipped with Palmer-Armstrong tires. Charles Smithson rode a Dayton equipped with Palmer tires. Most of the others rode either Palmer or Palmer-Armstrong tires.

In addition to receiving a diamond-studded medal for winning the Senior title, Carl Hambacher was awarded the New Dparture trophy, a handsome silver cup suitably engraved. Charles Smithson, the Junior, also received a similar medal for taking the youngsters' honors, and Smithson was awarded the Palmer Tire Trophy, the gift of the B. F. Goodrich Rubber Company, the trophy being a handsome silver cup similar to the Senior cup.

The day was not the best by a long way for the races. Rain fell early in the morning and when the quarter-mile races were started a mist was falling. It cleared up, however, later, and the program was finished.

The sprint events were contested on the Boulevard in front of the City Stadium, where the entire program was to have been run. It was found that the City Stadium track was not suitable for sprint races, so only the unpaced races were run on the dirt track.

In his heat of the quarter-mile race B. W. King, New York, bettered his own record for the distance by doing 29 2-5 seconds against his own time of 29 3-5 seconds, which he made earlier in the year. In the final King won with Hambacher second; Conrad, third, and Ralph Hundley, Ohio, fourth. The time was 29 3-5 seconds, which equalled King's old mark.

The mist was very heavy when the third- and half-mile races were run, and on account of the timers being unable to see the starting signal with accuracy no official time was recorded for the events. Hambacher won the race with Conrad second. O'Connor was third and J. G. Flatow, Washington, D. C., was fourth.

Hambacher was eliminated in his heat of the half-mile race, which O'Connor won with King second; Ben Covey, Denver, third, and Conrad fourth.

The one-mile race was next, the riders being sent up a half-mile and

How Seniors Scored in A. B. L. Championships

Pos.	Rider	City and State	Club	Mount	¼-M.	⅓-M.	½-M.	1 M.	5 M.	Pts.
1	Carl Hambacher	Newark, N. J.	B. V. W.	Samore Special	3	5	0	4*	2	14
2	Steve O'Connor	San Francisco, Cal.	N. C. W.	Pierce	0	2	5	0	5	12
3	Edward Conrad*	St. Louis, Mo.	C. C. C.	Iver Johnson	2	3	1	2	0	8
	B. W. King*	Brooklyn, N. Y.	E. C. W.	Raleigh	5	0	3	0	0	3
	Vernal Newcomer	Philadelphia, Pa.	Q. C. C. A.	Indian and Iver Johnson	0	0	0	4*	0	4
	Ben Covey	Denver, Colo.	D. C. C.	Pierce	0	0	2	0	1	3
	Earle Boone	Baltimore, Md.	M. C. C.	Excelsior	0	0	0	0	3	3
	Ralph Hundley	Toledo, O.	T. B. C.	Debaets	1	0	0	0	0	1
	J. G. Flatow	Washington, D. C.	C. R. C. A.	Dayton	0	1	0	0	0	1
	Alfred Hartung	Milwaukee, Wis.	Zieglers	Wastyn	0	0	0	1	0	1

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* Conrad and King were tied for third, Conrad winning on toss of coin.

Key to Clubs: B. V. W., Bay View Wheelmen; N. C. W., New Century Wheelmen; C. C. C., Century Cycle Club; E. C. W., Empire City Wheelmen; Q. C. C. A., Quaker City Cycling Association; D. C. C., Denver Cycle Club; M. C. C., Maryland Cycle Club; T. B. C., Toledo Cycle Club; C. R. C. A., Century Road Club Association.

How Juniors Scored in A. B. L. Championships

Pos.	Rider	City and State	Club	Mount	¼-M	⅓-M.	½-M.	1 M.	Pts.
1	Charles Smithson	Washington, D. C.	C. R. C. A.	Dayton	5	5	0	3	13
2	Joseph Simons*	Denver, Colo.	D. C. C.	Pierce	1	3	5	2	11
3	George Howe*	Dallas, Tex.	S. C. C.	Dayton	3	0	3	5	11
	Harry Brodofsky	West New York, N. J.	C. R. C. of A.	B. S. A.	2	2	1	0	5
	Patrick Pard	Philadelphia, Pa.	Q. C. C. A.	B. S. A.	0	0	2	0	2
	Edsell Sears	Terre Haute, Ind.	Unattached	New England	0	1	0	0	1
	Don Byers	Tulsa, Okla.	Unattached	Pierce	0	0	0	1	1

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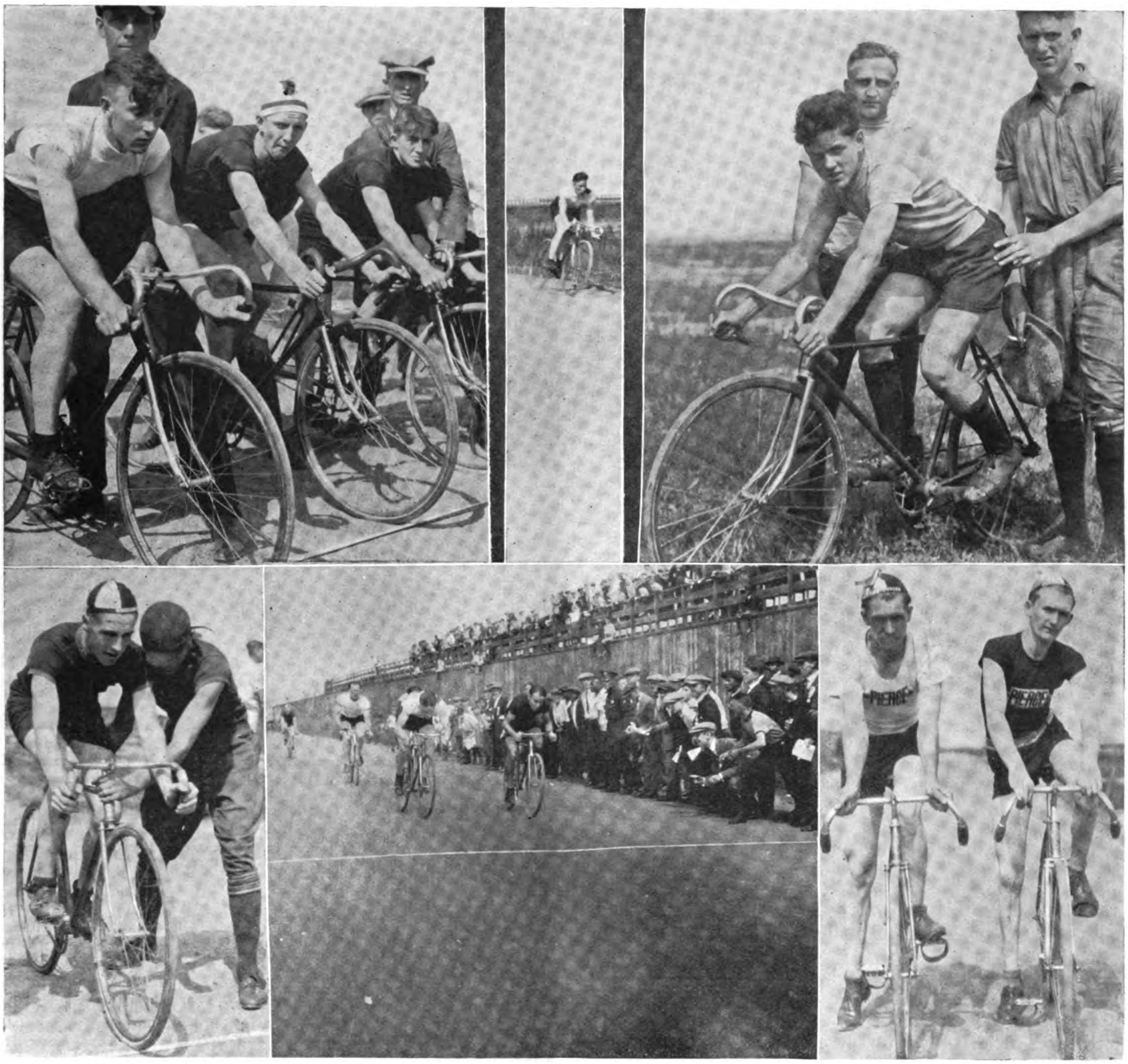
* Simons and Howe were tied for second, Simons winning in quarter-mile match race.

Key to Clubs: C. R. C. A., Century Road Club Association; D. C. C., Denver Cycle Club; S. C. C., Star Cycle Club; C. R. C. of A., Century Road Club of America; Q. C. C. A., Quaker City Cycling Association; Unat., Unattached.



At the A. B. L. finals. Upper left, Carl Hambacher, at left, winner of Senior championship; upper center, Hambacher in action; upper right, Charles Smithson, Junior championship winner; lower left, Steve O'Connor, the 'Frisco lad who was second; lower center, just before Hambacher and Newcomer reached the line in mile final, the judges called it a dead heat; lower right, Ben Covey, left, and Joe Simons, Colorado riders.

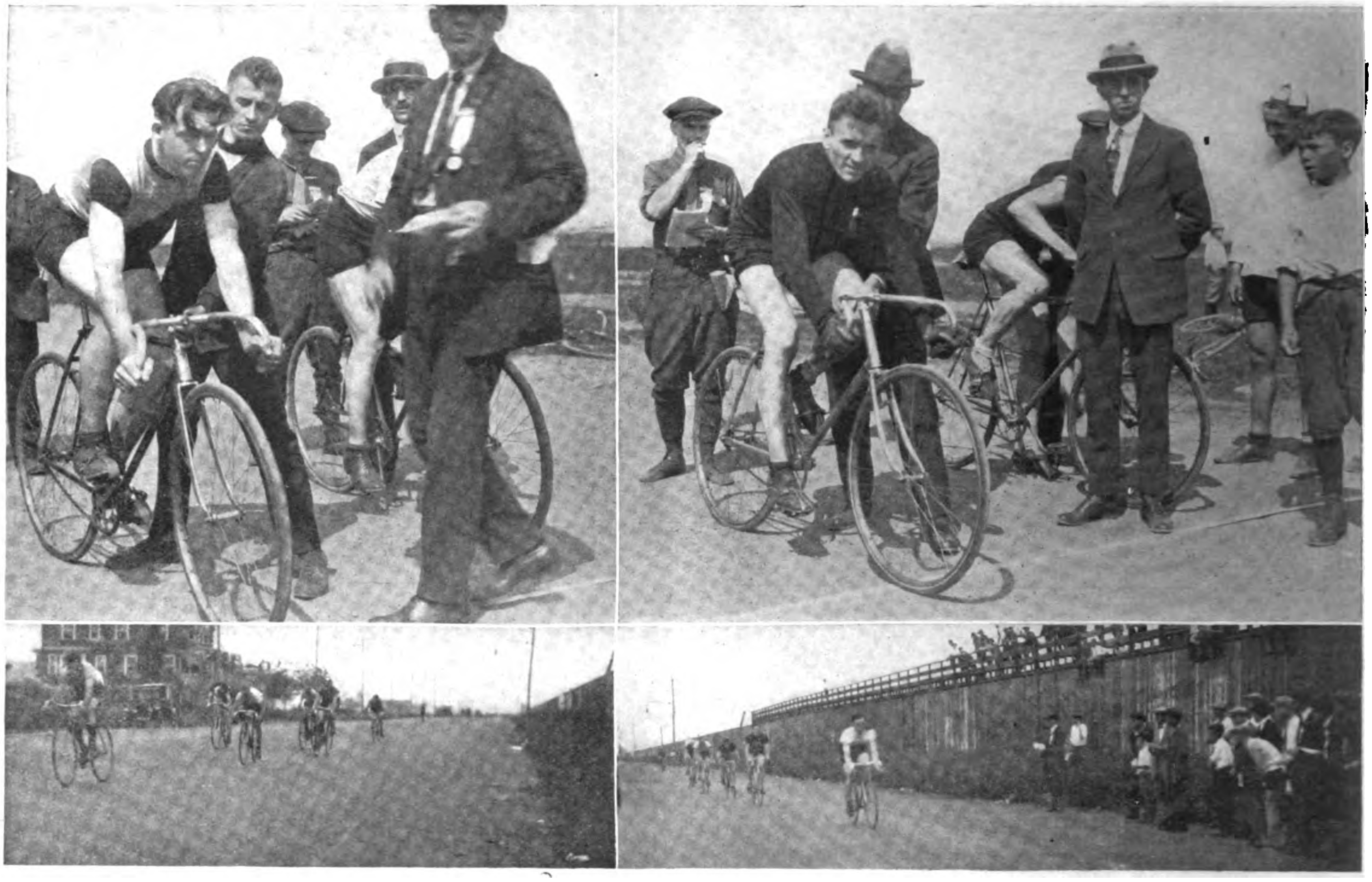
back again. Approaching the tape for the finish, Hambacher and Vernal Newcomer were neck and neck. The six judges were divided as to who crossed the tape first and they called it a dead heat. This gave four points to Hambacher and Newcomer, the officials dividing five for first and three for second. Conrad ran third and Alfred Hartung, Milwaukee, Wis., fourth.

Going into the five-mile unpaced race, the final event, the standing was: Hambacher, 12; Conrad and King, 8; O'Connor, 7; Newcomer, 4; Covey, 2, and Hundley, Flatow and Hartung, one each.

O'Connor was timed in 14:31 2-5 for his five miles and he won the race, which gave him five points and brought his total up to 12 tallies. Hambacher, who rode last, had to score at least a point to win. He rode his five miles in 15:02 1-5 and carried off third place, which gave him two points and the championship. Second in the five-mile unpaced was taken by Earle Boone, the Baltimore, Md., lad, who rode the distance in 14:48, while Ben Covey, Denver, did his five-mile jaunt in 15:06 2-5.

The final standing in the Senior championship was as follows: Hambacher, 14 points; Steve O'Connor, 12; Edward Conrad and Bertell W. King, 8 each; Vernal Newcomer, 4; Ben Covey and Earle Boone, 3 each; Ralph Hundley, J. G. Flatow and Alfred Hartung, 1 each.

An attack of stomach trouble nearly put Charles Smithson, the Junior champion of the District of Columbia, out of the races, and came near putting him into the hospital for a long stay. After winning both the quarter-mile and third-mile Junior races and qualifying for the final of the half-mile, Smithson was taken ill and rushed to a doctor with an attack of indigestion. He was fixed up by the doctor and returned to the races looking very pale and fatigued. He gamely took up his task in the one-mile unpaced and by a great ride managed to land sec-



With the A. B. L. Riders at Atlantic City. Upper left, Edward Conrad, St. Louis; upper right, Bertell W. King, Brooklyn, N. Y.; lower left, Charles Smithson, Washington, D. C., winning heat in Junior "Quarter"; lower right, Carl Hambacher, New Jersey, winning heat in Senior "Quarter"

ond place, which gave him the title with 13 points against 11 each for Joe Simons, the Denver lad, who was third in the mile unpaced, and George Howe, the Texan, who won the mile unpaced event.

Smithson's riding was to be admired. His easy wins in the quarter and third-mile events made him a favorite for a clean sweep in the series, but his illness made that impossible.

In the quarter-mile race Howe was second to Smithson, while Harry Brodofsky, the New Jersey champion Junior, beat Simons for third. In the third-mile Simons was second; Brodofsky, third, and Edsell Sears, the Hoosier, fourth. Simons won the half-mile from Howe, Patrick Pard, Philadelphia, and Brodofsky.

Before the start of the mile unpaced the standing was: Smithson, 10 points; Simons, 9; Howe, 6; Brodofsky, 5; Patrick Pard, 2, and Edsell Sears, 1.

Howe, by winning, scored 5 points and made his total 11; Simons scored 2 points for third and made his total 11 as well. In the special sprint to decide the place Simons beat Howe. Smithson scored 3 points for second and clinched the title with 13 points. The others to finsh were: Harry Brodofsky, 5 points; Patrick Pard, 2; Edsell Sears and Don Byers, 1 each.

In the tables on page 44, each rider's city, State, club, mount and points scored in each race with grand total are given, the points being on the basis of five points for a first, three for second, two for third, and one for fourth. Summaries:

SENIORS

Quarter-Mile Sprint—First heat won by Joseph Rosenthal, Bridgeport, Conn.; second, Richard Gibson, Little Rock, Ark. Second heat won by Carl Hambacher, Newark, N. J.; second, Ralph Hundley, Toledo, O. Third heat won by B. W. King, Brooklyn, N. Y.; second, Edward Conrad, St. Louis, Mo.

Final won by B. W. King; second, Carl Hambacher; third, Edward Conrad; fourth, Ralph Hundley . Time, 29 3/5 seconds.

Third-Mile Sprint—First heat won by Steve O'Connor, San Francisco, Cal.; second, Carl Hambacher, Newark, N. J. Second heat won by J. G. Flatow, Washington, D. C.; second, Walter Witzke, Chicago, Ill. Third heat won by Edward Conrad, St. Louis, Mo;. second, Ralph Hundley, Toledo, O.

Final won by Carl Hambacher; second, Edward Conrad; third, Steve O'Connor, San Francisco, Cal.; fourth, J. G. Flatow, Washington, D. C.

Half-Mile Sprint—First heat won by B. W. King, Brooklyn, N. Y.; second, Edward Conrad, St. Louis, Mo. Second heat won by Steve O'Connor, San Francisco, Cal.; second, Ben Covey, Denver, Colo. Third heat won by J. G. Flatow, Washington, D. C.; second, Richard Gibson, Little Rock, Ark.

Final won by Steve O'Connor; second, B. W. King; third, Ben Covey; fourth, Edward Conrad.

One-Mile Sprint—First heat won by Alfred Hartung, Milwaukee, Wis.; second, Steve O'Connor, San Francisco, Cal. Second heat won by Carl Hambacher, Newark, N. J.; second, Russel Lange, Davenport, Ia. Third heat won by Edward Conrad, St. Louis, Mo.; second, Vornal Newcomer, Philadelphia, Pa.

Final—Tie between Carl Hambacher and Vernal Newcomer; third, Edward Conrad; fourth, Alfred Hartung.

Five-Mile Unpaced—Won by Steve O'Connor, San Francisco, 14:31 2/5; second, Earl Boone, Baltimore, Md., 14:48; third, Carl Hambachor, Newark, N. J., 15:02 1/5; fourth, Ben Covey, Denver, Colo., 15:06 2/5. Others to try were: J. C. Barnett, Dallas, Tex., 15:39; Vernal Newcomor, 15:34; Russel Lange, Davenport, Ia., 15:18 4/5; Edward Conrad, St. Louis, Mo., 15:08; Bobby Mincer, Miami, Fla., 16:04 1/5; Ralph Hundley, Toledo, O., 15:16 3/5; B. W. King, Brooklyn, N. Y., 16:44 1/5.

JUNIORS

Quarter-Mile Sprint: First heat won by Harry Brodofsky, West New York, N. J.; second, George Howe, Dallas, Tex. Second heat won by Charles Smithson, Washington, D. C.; second, Ralph Kettler, Miami, Fla. Third heat won by Joseph Simons, Denver, Colo.; second, Edsell Sears, Terre Haute, Ind.

Final heat won by Charles Smithson; second, George Howe; third, Harry Brodofsky, West New York, N. J.; fourth, Joseph Simons, Denver, Colo.

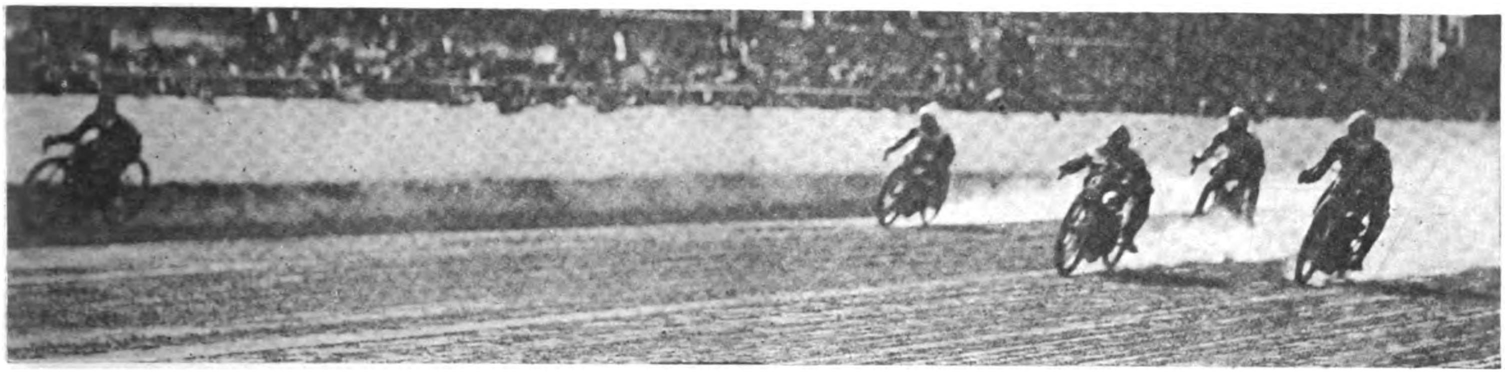
Third-Mile Sprint—First heat won by Charles Smithson, Washington, D. C.; second, Ray Lohr, Baltimore, Md.; third, Charles Garin, New York City. Second heat won by Joseph Simons, Denver, Colo.; second, Edsell Sears, Terre Haute, Ind.; third, Harry Brodofsky, West New York, N. J.

Final heat won by Charles Smithson; second, Joseph Simons; third, Harry Brodofsky; fourth, Edsell Sears.

Half-Mile Sprint—First heat won by Harry Brodofsky, West New York, N. J.; second, Patrick Pard, Philadelphia, Pa.; third, George Howe, Dallas, Tex. Second heat won by Joseph Simons; second, tie between Don Byers, Tulsa, Okla., and Charles Smithson, Washington, D. C.

Final heat won by Joseph Simons; second, George Howe; third, Patrick Pard; fourth, Harry Brodofsky.

One-Mile Unpaced—Won by George Howe, Dallas, Tex., 2:56 4/5; second, Charles Smithson, Washington, D. C., 2:57 4/5; third, Joseph Simons, Denver, Colo., 2:58; fourth, Don Byers, Tulsa, Okla., 3:01 1/5. Others to try were: Charles Garin, New York, 3:03 3/5; Ray Lohr, Baltimore, Md., 3:07; Harry Brodofsky, West New York, N. J., 3:04; Ralph Kettler, Miami, Fla., 3:06 4/5; Patrick Pard, Philadelphia, Pa., 3:03.



Gene Walker leading in the 5-mile New York State Championship at New York State Fair at Syracuse

Record Crowd at Syracuse

FORTY-FIVE thousand persons were thrilled on Saturday, Sept. 16, at Syracuse, when motorcycle speed kings competed for six titles. Eugene Walker, the Southerner, riding an Indian machine, carried off the lion's share of honors.

It was a day long to be remembered at the New York State Fair, for there was not a spill nor an accident of any kind in either motorcycle or automobile races to mar the day's entertainment.

It was also a big day for Indian machines, for in the three New York State championship events and in two of the National championship races red machines manufactured in Springfield, Mass., crossed the finish wire first.

Walker won the five-mile New York State title, five-mile National championship, ten-mile State championship event, and was enjoying a comfortable lead in the twenty-five mile National championship event when engine trouble forced him to pull into his pit in the fifteenth mile. A teammate, John Seymour, then jumped into the lead and held it to the end.

In winning the ten-mile National crown Walker established a New York State record. His time was 7 minutes 38 seconds, and if he had been pushed very hard it is quite probable that he would have lowered this record considerably more.

Walker's time in the National five-mile championship event was 3 minutes 56 1-5 seconds. He won by nearly half a lap with John Seymour on an Indian, second, and Ralph Hepburn on an Indian, third.

Walker negotiated the five miles in the New York State championship in 3:48 4-5 seconds. John Seymour was again second, while Paul Anderson, on an Excelsior, drew down third money.

In the ten-mile National championship Walker jumped to the front on the second lap and was never headed. Paul Anderson on an Excelsior gave him his hardest battle. John Seymour took down third place. Walker was about fifty yards in front at the end with about the same distance separating Anderson and Seymour, while Waldwyn Jones on an Excelsior was about half a lap behind.

The two sidecar events proved to be full of thrills.

The ten-mile National sidecar championship went to a dark horse, Edgar Buzzell, Excelsior, of Elmira, in 9 minutes 8 2-5 seconds. There was a field of six classy performers in the event. Second place went to Dynamite Scott of Bath, who rode an Indian. Ralph Hepburn with his Indian was third. William P. Governor of Girard, O., was fourth. John Seymour dropped out in the ninth lap. Seymour and Hepburn alternated in taking the lead for three laps and then Buzzell jumped ahead and was never forced to relinquish his hold on first place.

Five starters took the word in the New York State sidecar championship with Buzzell on an Excelsior, Governor on a Harley-Davidson, and Hepburn, Olds and Scott on Indians. Hepbur won. Governor was second. Olds was third.

The time was 9 minutes 20 2-5 seconds.

Hepburn led the first two laps, then Buzzell took the lead and held it for four laps until Hepburn jumped to the fore. On the back stretch of the seventh mile something happened to the machines of Buzzell and Scott, and Hepburn shot into the lead and opened up a big gap. Scott could not get his car going, while Buzzell dropped back into third place. Hepburn won as he pleased. He lapped several of the riders in the last four miles. Governor pulled into second place on the seventh mile when Buzzell could not get his machine going at top speed.

John Seymour on an Indian won the 25-mile National Championship event. Paul Anderson started off in front and led for four laps but then Walker went to the front and kept ahead until the fifteenth lap when he had to pull into his pit because of trouble. Walker lost a lap and then started out again to try to make up the distance. When Walker went out, Seymour grabbed the lead with Hepburn second and Don Marks, riding an Indian, third.

Seymour kept the lead for the fifteenth lap to the end. Hepburn jumped into second place and held it to the finish.

Walker made up some distance after getting back in the race, and finished third.

The time was 19 minutes 45 4-5 seconds.

The meet was about the most successful ever held in New York State and much credit is due Horace P. Murphy, who was director of the events.

The summary and prize money won by the various riders:

The summary and the prize money won by the various riders:

Five-Mile National Championship — Won by Gere Walker, Indian, $100; second, John Seymour, Indian, $75; third, Ralph Hepburn, Indian, $40. Time, 3:56 1-5.

Five-Mile State Championship—Won by Gene Walker, Indian, $100; second, John Seymour, Indian, $75; third, Paul Anderson, Excelsior, $40. Time, 3:48 4-5.

Ten-Mile Side Car National Championship with Side Car—Won by Edgar Buzzell, Excelsior, $150; second, Dynamite Scott, Indian, $100; third, Ralph Hepburn, Indian, $60. Time, 9:08 2-5.

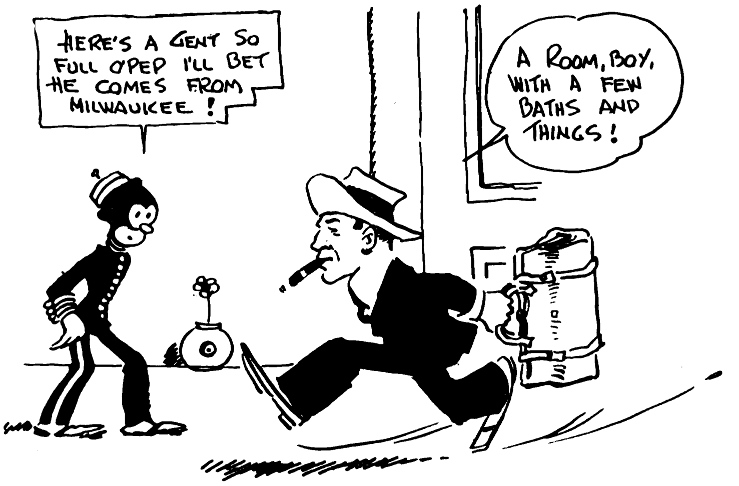
Ten-Mile State Championship — Won by Gene Walker, Indian, $100; second, Paul Anderson, Excelsior, $100; third, John Seymour, Indian, $60.

Ten-Mile State Championship with Side Car—Won by Ralph Hepburn, Indian, $150; second, W. P. Governor, Harley Davidson, $100; third, Rey Olds, Harley Davidson, $60.

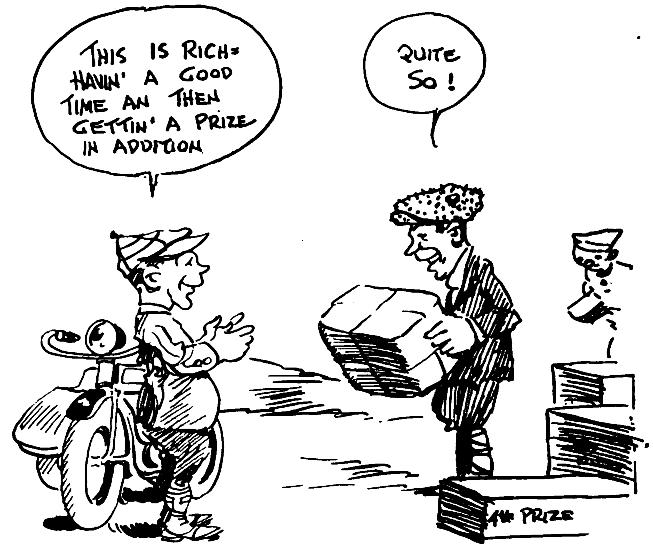
Twenty-five Mile National Championship—Won by John Seymour, Indian, $300; second, Ralph Hepburn, Indian, $150; third, Gene Walker, Indian, $75.

Money won by Seymour, $500; by Hepburn, $400; by Walker, $375; by Buzzell, $150; by Anderson, $140; by Scott, $100; by Governor. $100; by Olds, $60.

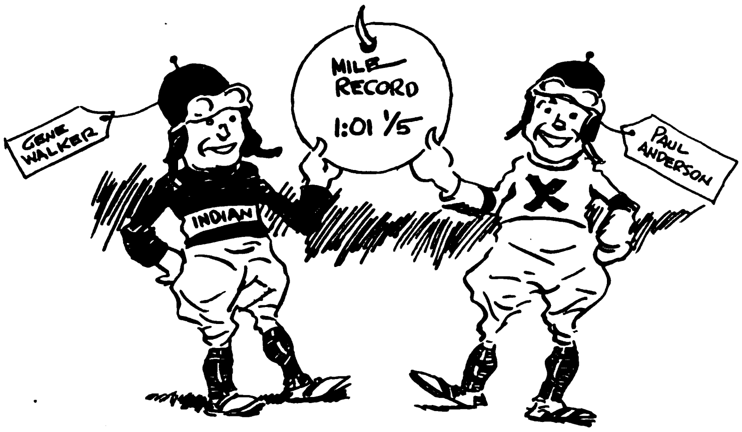
WEEKLY WHIRL of WHEELS


HERE'S A GENT SO FULL O'PEP I'LL BET HE COMES FROM MILWAUKEE!
A ROOM, BOY, WITH A FEW BATHS AND THINGS!

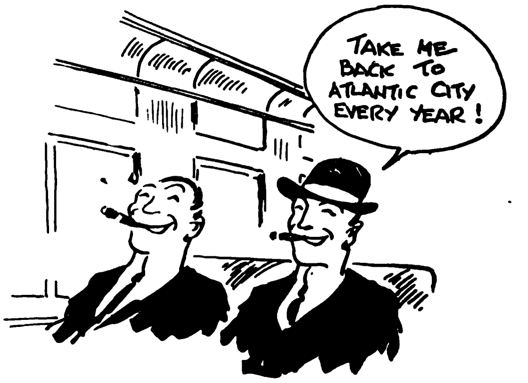
ARTHUR DAVIDSON, CHAIRMAN OF M & A.T.A. SHOW COMMITTEE COMES TO NEW YORK TO START ARRANGEMENTS FOR SHOW IN FEBRUARY


THIS IS RICH = HAVIN' A GOOD TIME AN THEN GETTIN' A PRIZE IN ADDITION
QUITE SO!
1st PRIZE

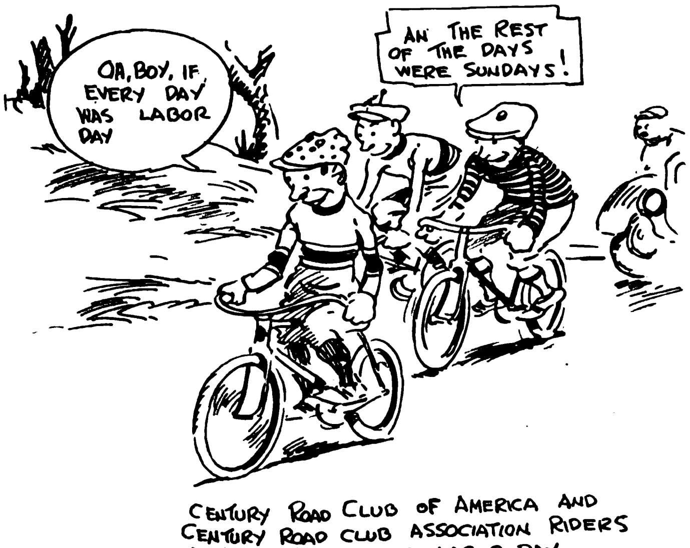
MOTORCYCLE CLUB OF PHILADELPHIA CONDUCTS A PRIZE TOUR WHICH PROVES A BIG SUCCESS


MILE RECORD 1:01 1/5
GENE WALKER
INDIAN
PAUL ANDERSON
X

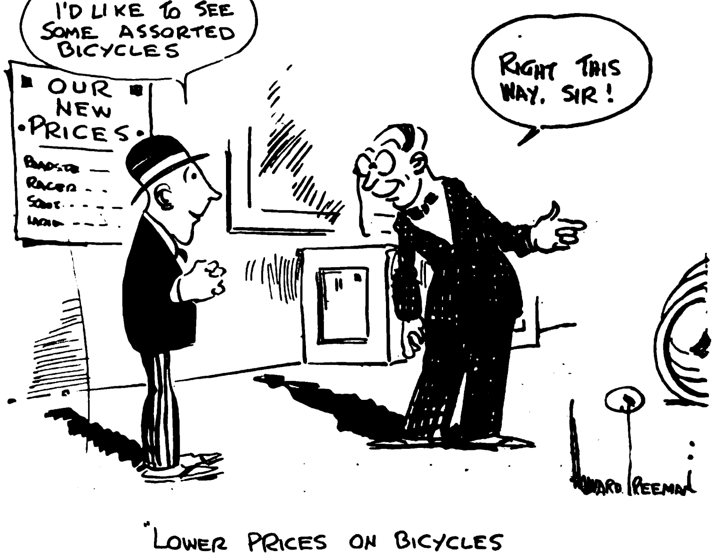
PARTNERS = BUT ONLY IN THE JOINT OWNERSHIP OF A NEW HALF-MILE RECORD MADE AT SINGAC, N.J.


TAKE ME BACK TO ATLANTIC CITY EVERY YEAR!

ATLANTIC CITY SHOW GOES OVER BIG AND CYCLE TRADES FOLKS GO BACK HOME ALL KEYED UP FOR A BIG YEAR—

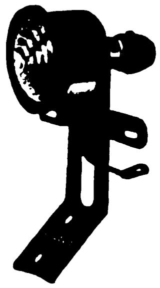

OH, BOY, IF EVERY DAY WAS LABOR DAY
AN THE REST OF THE DAYS WERE SUNDAYS!

CENTURY ROAD CLUB OF AMERICA AND CENTURY ROAD CLUB ASSOCIATION RIDERS ENJOY TOURS OVER LABOR DAY


I'D LIKE TO SEE SOME ASSORTED BICYCLES
RIGHT THIS WAY, SIR!
OUR NEW PRICES
RACER
HOWARD FREEMAN

"LOWER PRICES ON BICYCLES MAKING MANY SALES", IS THE REPORT FROM ALL PARTS OF THE COUNTRY

Victor
TRADE MARK
LAMPS



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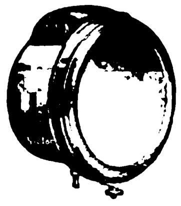
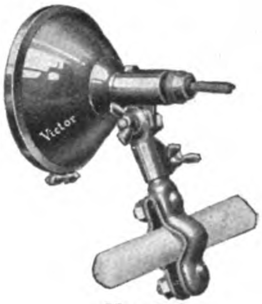


X-Ray



No. 101

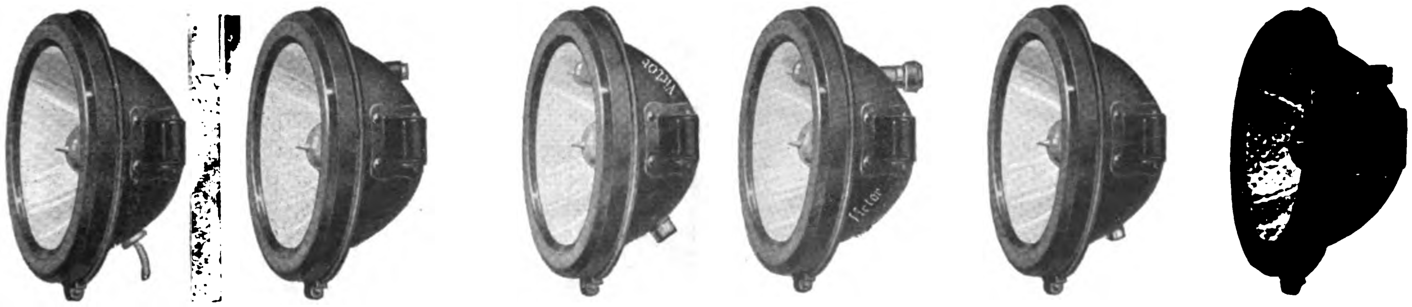
With the renewed activity in motorcycle sales, due to increased efforts of the trade and a constantly enlarging appreciation of the merits of the motorcycle, there is a corresponding growth in the sale of

CORCORAN-VICTOR LAMPS

These lamps are standard equipment on:

Ace **Harley-Davidson**
Cleveland **Hendee**
Excelsior **Ner-A-Car**
Reading-Standard

The Corcoran-Victor Company
710 Reading Road **Cincinnati, Ohio**



What Motorcycle Clubs *and* Riders Are Doing

FAREWELL TO HOLLAND

Newark, N. J.—The New Jersey M. C. gave a farewell party Tuesday night for Lincoln Holland, Jr., who is shortly to return to California.

MOTORCYCLES SUPERSEDE HORSES

Fresno, Cal.—County Fairs in California have been amongst the last stands of the horsemen who like to show off fast animals. Old-time Californians were great horsemen and some of the finest stock in the country was bred in the State. It is now announced that motorcycle events will supplant harness races at the Fresno District Fair, to be held in Fresno, Cal., on September 25th. At Western fairs, this is an innovation.

GOLDEN GATE OUTING

San Francisco, Cal.—The Golden Gate Motorcycle Club took advantage of Admission Day, September 9th, to enjoy a two-days' outing at Boyes Springs, where the proprietor "Sal" (Salvatore) Carlos always sets up his finest Italian dishes for the riders. There were forty motorcycles in the two-day run, under the leadership of Capt. Ed. Cuzins, and everyone came back full of praise for the chow, the bathing and the general conviviality of the whole occasion.

PICNIC AT MONTREAL

Montreal, Quebec—The motorcycle dealers of Montreal, consisting of "Art" Ross Sales Company, the Harley-Davidson agents; the Arlington Bicycle Company, the Indian distributors, and Percy A. McBride, who looks after the Henderson-Excelsior interests, held their annual motorcycle picnic and rally on Sunday, September 10. The acting committee comprised of Messrs. Thomas Bentley, manager of the Indian Wigwam,; Joe Lamarre, Henderson-Ex man, and Myer Insky, Art Ross' right-hand man. These fellows deserved heaps of praise for the capable manner in which they managed to keep everybody pleased and happy. The turn out was the very largest ever seen in Montreal, in fact, in the whole of Canada. There were about four hundred motorcycles, and over five hundred people attended. Messrs. Bentley and Insky, who attended the Rochester Rally, picked up a few of the novel games, and consequently there was plenty of amusement for all. One of the features was the annual ball game between the Harley-Davidson and the Indian riders. Although the Harley-Davidson crowd were beaten to the tune of ten to seven, they did not lose heart, and promised to get revenge next year. The Tug of War between the Henderson and Indian riders resulted in a victory for the Indian huskies, they, in turn, were defeated by the Harley-Davidson boys, who had no less than four of Montreal's heaviest motorcycle cops on their team. The most amusing event for the ladies was the clothes-pin race, which resulted in a victory for Miss Lamoise, who seemed to be the most capable in that "line".

SANCTIONS ISSUED

RACE MEETS

Sept. 24—Ft. Wayne Motorcycle Club, Ft. Wayne, Ind. Sanction No. 753.

Sept. 26 to 29—Fresno District Fair, Fresno, Cal. Sanction No. 750.

HILL CLIMB

Sept. 24—Motorcycle Club of Phila., Philadelphia, Pa. Sanction No. 757.

Sept. 24—Chambersburg Motorcycle Assn., Chambersburg, Pa., Sanction No. 758.

PRIVATE OWNERS SECRET DESTINATION RUN

Sept. 24—Reading Motorcycle Club, Reading, Pa. Sanction No. 760.

ENDURANCE RUNS

Oct. 7-8—Maryland Motorcycle Club, Baltimore, Md. Baltimore to Pittsburgh, Pa., and return. Sanction No. 742.

Oct. 1—New Jersey Motorcycle Club, Newark, N. J. No route given. Sanction No. 746.

Oct. 7 and 8—Wallace Stuart, Toledo, Ohio. (Route: Toledo to Akron, Canton, Loudonville and return to Toledo.) Sanction No. 754.

Oct. 15.—Reading Motorcycle Club, Reading, Pa. Sanction No. 761.

SECTIONAL HILL CLIMB

Sept. 23—Lee H. Gulle, Westfield, Pa. Sanction No. 736.

ST. LOUIS RESULTS.

St. Louis, Mo.—Honors were divided at the race meet held by the St. Louis Motorcycle Club Sunday. The results follow:

10-Mile Professional Solo—Ed Knebel, Indian, first; Gus Taylor, Indian, second; Shorty Littlefield, Harley-Davidson, third. Time, 8:18.

5-Mile Amateur Solo—Nick Young, Harley-Davidson, first; Dynamite Sassen, Indian, second; Ernest Spencer, Harley-Davidson, third. Time, 4:41.

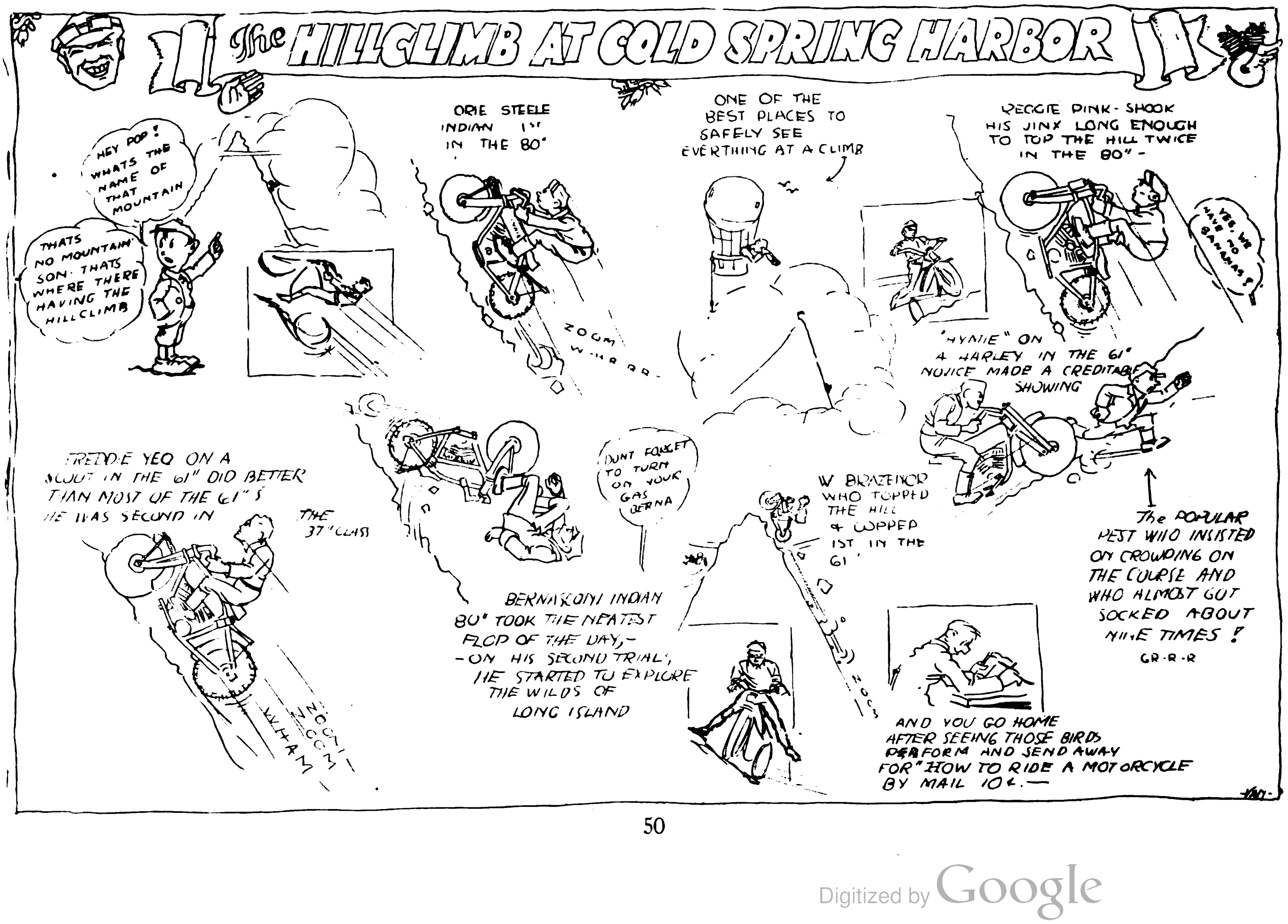
10-Mile Professional Sidecar—Charles Van Damme, Indian, first; E. Timmerman, Excelsior, second; Peter Karanga, Indian, third. Time, 12:00.

Miss-and-Out Race—Four Miles—Won by Ed Knelch, Indian. Time, 3:52.

25-Mile Professional Solo—Joe Mader, Harley-Davidson, first; C. Fletcher, ndian, second; Ed Knebel, Indian, third. Time, 22:52.

SPEED COPS STOP BENNETT

Los Angeles, Cal.—Wells Bennett set out from Blaine, Wash., at 4:30 a. m., Tuesday, Sept. 12, to set a new three-flag record, but he reckoned without the Orange County police. They gobbled him up about 100 miles from the finish and, though he insisted he was traveling within the legal limit, he was held long enough to spoil any chance of setting a record. He was also stopped at Bakersfield but managed to get permission to go on. Pacific Coast authorities announced some time ago that the ban was on road speed trials, but Wells thought he could get by by keeping within the limit while passing through cities. Up to the time he was arrested in Orange county he had ridden 43 hours. The present record is held by Walter Hadfield. His time was 49 hours flat.


The HILLCLIMB AT COLD SPRING HARBOR
HEY POP! WHATS THE NAME OF THAT MOUNTAIN
THATS NO MOUNTAIN SON. THATS WHERE THERE HAVING THE HILLCLIMB
ORIE STEELE INDIAN 1ST IN THE 80"
ZOOM WHRRR
ONE OF THE BEST PLACES TO SAFELY SEE EVERTHING AT A CLIMB
REGGIE PINK - SHOOK HIS JINX LONG ENOUGH TO TOP THE HILL TWICE IN THE 80" -
YES, WE HAVE NO BANANAS!
"HYNIE" ON A HARLEY IN THE 61" NOVICE MADE A CREDITABLE SHOWING
FREDDIE YEO ON A SCOUT IN THE 61" DID BETTER THAN MOST OF THE 61"S HE WAS SECOND IN THE 37" CLASS
ZOOM ZOOM WHAM
DONT FORGET TO TURN ON YOUR GAS BERNA
W BRAZENOR WHO TOPPED THE HILL & COPPED 1ST IN THE 61"
The POPULAR PEST WHO INSISTED ON CROWDING ON THE COURSE AND WHO ALMOST GOT SOCKED ABOUT NINE TIMES! GR-R-R
BERNASCONI INDIAN 80" TOOK THE NEATEST FLOP OF THE DAY, - ON HIS SECOND TRIAL, HE STARTED TO EXPLORE THE WILDS OF LONG ISLAND
ZOOM
AND YOU GO HOME AFTER SEEING THOSE BIRDS PERFORM AND SEND AWAY FOR "HOW TO RIDE A MOTORCYCLE BY MAIL 10¢.—

No this isn't a snake or a river. It's the road on the Italian side of St. Gotthard's Pass in the Alps.

SAN FRANCISCO WINS POLO MATCH

For the past year the polo team of the Oakland Motorcycle Club has been proudly wearing the laurels reaped at the previous match with the San Francisco Motorcycle Club, the score being: Oakland, 1; San Francisco, 0. But on Sunday, Sept. 17, the San Francisco club took a match for the championship of California and Nevada by a score of 2 to 1. The game was played at Idora Park, Oakland, Cal., before a record-breaking crowd. Finnegan Spear captained the San Francisco team. Dewey Jeff captained the Oakland team. There were numerous spills, but no one was injured.

A TOUR OF 13,000 MILES

San Francisco, Cal.—Clarence A. Ruggles, of Atlanta, Ga., had made a motorcycle trip of 13,000 miles when he pulled into San Francisco on Sunday, the 17th inst. He left Atlanta early in June, traveled through 22 states, carried his blankets, change of clothing and camping outfit, rarely spent a night under a roof on the whole trip, and 1 cent a mile covered his entire expenses. Ruggles, who is 25 years of age, took the trip entirely for pleasure and was untrammeled in the choice of highways, for he followed fifteen, in all. They led him through Chicago, St. Louis, Kansas City, Denver, Salt Lake, Seattle and thence down the Coast. He spent less than a day in San Francisco, and left with the intention of reaching San Diego.

THE GRAND RAPIDS CLIMB

Grand Rapids Mich.—The Grand Rapids Motorcycle Club desires to inform the motorcycling fraternity in general that they intend to hold a state championship hill climb on October 8. Rain date, October 15, to decide the championship of the state of Michigan in hill climbing competition for the year 1922.

It appears as though one or two riders have unofficially pinned the medal on themselves for the State hill climbing championship without the least grounds for so doing. Even the trade papers have come to recognize one man as State champion under what illusion the club does not know. Throughout the year hill climbs were held in Grand Rapids with little or no outside competition. The club has been fighting for honors and whenever some outside climb presented itself they sent crack riders there to go into the competition and many times have won.

No rider thus far this year has any claims whatever to the State championship honors in hill climbing competition, and this meet is being promoted with the idea to have all the riders in the State compete. This really is the only way in which a fair championship title can be awarded.

It will, of course, be a sanctioned affair, and the application has already gone forward. They have the hardest hill in the State, or, in fact, anywhere. The club offers a silver cup, beautifully engraved, to the value of $25, to the winner.

CHICAGO ENDURANCE RUN

Chicago, Ill.—Following are the finishing scores in the 276 mile endurance race of the Chicago Motorcycle Club. S. M. Kaufman won the Hendee cup for the best showing. It was the third annual run promoted by the club, and was pronounced an unqualified success by all who participated. The results follow:

Rider	Machine	Score
Kaufman,	H. D. Solo	*1,000
Murphy,	H. D. Solo	1,000
Kewley,	H. D. Solo	1,000
Forker,	H. D. Solo	1,000
Bergbom,	H. D. Sidecar	998
Gannett,	H. D. Sidecar	998
Wagner,	H. D. Sidecar	996
Carter,	H. D. Solo	992
Johnson,	H. D. Solo	989
Warne,	H. D. Solo	987
Carlisle,	H. D. Solo	987
Stanford,	H. D. Sport	985
Bernardi,	Ind. Solo	981
McIntosh,	H. D. Solo	970
Green,	H. D. Sidecar	Out at Montmorenci
Shillaci,	Thor Solo	Out at Crown Point
De Salvo,	Ex. Solo	Out at Crown Point
"Flexicus,"	Triumph	Failed to start

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* Winner of the "Hendee Cup."

MORE SPEED IN PITTSBURGH.

Pittsburgh, Pa.—A sequel to the recent speed trial which took place in Pittsburgh, Pa., between the Henderson De Luxe and the Indian occurred late Saturday night, or rather early Sunday morning, Sept. 2nd, when the Henderson De Luxe and the Harley-Davidson tangled up for the speed honors. Previous to this trial W. E. (Red) Dodson claimed the honor of speed king when he and his Henderson De Luxe succeeded in trimming Irish Bob McMillan mounted on an Indian. Since then, many controversies have raged in Pittsburgh among the riders of the different makes of machines, which was brought to a climax Saturday night when "Red" challenged Ray (Slim) Platt on a Harley-Davidson. They decided to settle the argument at once with the result that the speed trial was run off Sunday morning at 2:45 while the cops were sleeping. As a result of the speed trials, Slim Platt and his Harley-Davidson are now wearing the speed king's laurels, as Platt's machine beat out Red quite handily. Incidentally, Platt's Harley-Davidson was powered with a 61-cubic-inch motor.

HARLEY-DAVIDSON WINS ABROAD

Milwaukee, Wis.—News of Harley-Davidson triumphs in the annual Swiss International Six-Day Endurance Race, held at Geneva, Switzerland, August 11, has been received here by E. V. Gumpert export sales manager of the Harley-Davidson Motor Co. This gruelling six-day contest is one of the big annual motorcycle events in Europe. Rothenbach, riding a Harley-Davidson sidecar and representing the Swiss team, made the only perfect score of 1,000 points in the 1,000 c. c. sidecar class. Sutter, also a member of the Swiss team, with a score of 998 points, won the first prize gold medal with a Harley-Davidson solo mount, in the 1,000 c. c. solo class. Second prize in the solo class went to A. Leu, a Harley-Davidson mounted member of the Swiss team, who scored 995 points. Three Harley-Davidsons were entered in this European motorcycling classic and all three came in winners, scoring two firsts and one second. A unique feature of this endurance contest is the team scoring system. Each team consists of three machines, a sidecar outfit, a medium weight solo and a lightweight solo motorcycle. In the manufacturers' team score Harley-Davidson received second high honors with a total of 2,993 points, the winning team having 2,994 points.

BAD TRACKS ARE BANNED

Ottawa, Ont.—The Ottawa Bicycle Association, acting for the Canadian Wheelmen's Association, placed the two local athletic tracks on the outlaw list because of their unsafe condition for bicycle racing. The two tracks that have been banned include both the cinder track and the clay ovals at Lansdowne Park, where all of the track sports have been conducted.

Action was taken by the association following the holding of the Labor Day meet in which there were a considerable number of spills among the bicycle racers because of the dust and the treacherous conditions of the track surface. Both tracks are controlled by the city and the unsafe condition of the surfaces was due to the lack of maintenance and control on the part of civic officials, it is declared.

NEW TORONTO STORE

Toronto, Can.—A new bicycle store in Toronto is that of McVinnie and Gilmore who have opened an up-to-date and well-equipped showroom and repair department at 1377 Bathhurst Street, in the North end of the city.

With *the* Trade

LOWER PRICES HELP WICO

Springfield, Mass.—A decided change in volume of business during August is reported by the Wico Electric Company. E. L. Stoughton, sales manager, says he believes it comes from the cut in prices, which placed the motorcycle down on a bed-rock basis and stimulated sales.

HENWOOD RETURNS TO THE FOLD

Milwaukee, Wis.—Warren Henwood has rejoined the Harley-Davidson service staff and will be on the road most of the time. Henwood was formerly assistant instructor of the Harley-Davidson factory school for dealers' mechanics and more recently was connected with Newhouser & Stierhoff, Reading, Pa., Harley-Davidson dealers.

NEXT LONDON SHOW

London, Eng.—The 1922 Cycle and Motorcycle Show will be held at Olympia from November 25 to December 2, inclusive. A large variety of road vehicles with two and three wheels will be exhibited, including bicycles, motorcycles, motor scooters, motor attachments, sidecars, tricars, and motor tricycles, embracing a large number of new designs. Component parts of every description will also be on view.

CHANCE FOR NEW BUSINESS

We received this week the first copy of "Motocykl," a trade paper devoted to the motorcycle, issued at Praha, Czechoslovakia. The editor writes that his paper is the first trade paper and sports review ever published in the new republic. He says motorcycling is developing rapidly in his country and that many machines are imported from America, England and Germany, and that there is a good market for them and a chance for American manufacturers to build up a good business.

THREE MORE ON WESTFIELD STAFF

Westfield, Mass.—C. D. Fackler, Wm. R. Spear and C. L. Meyer have joined the Columbia sales staff and have left the Westfield office following the Annual Sales Conference for their respective territory. Mr. Fackler is from Lancaster, Pa., having been engaged in the retail sporting goods trade in that city. Mr. Fackler was also connected with the G. W. Bogar Co. of Lancaster, which company handled the sale of Columbia bicycles. He will travel the territory of Tennessee, Mississippi, Kentucky and Alabama. Wm. R. Spear of Paterson, N. J., has been connected with the retail bicycle business for the past nine years and served as a traveling man for a number of years previous with the Reading Standard Company and the Thor Motorcycle Co. He will promote the sale of Columbia bicycles in New Jersey, Delaware, Maryland and Virginia. C. L. Meyer comes to the Columbia organization from Dayton, O., where he has been associated with the Davis Sewing Machine Co. for the past six years. Mr. Meyer is well acquainted with the bicycle trade throughout the country, but will concentrate on the sale of Westfield products in the State of Ohio. Mr. Meyer also gained much of his valuable sales experience while with the National Cash Register Co.

Warren Henwood

C. D. Fackler

C. L. Meyer

GOOD CHANCE IN ITALY

Washington, D. C.—The present time is opportune for American motorcycle manufacturers to enter the market and develop their business in Palermo, Italy, according to Consul Nathan, in a report to the Department of Commerce. The use of motorcycles is steadily increasing in this disrict, the report states, and machines are finding a ready sale. One of the Italian machines retails for 3,000 lire, as compared with the American product which sells for about 14,000 lire. The difference in prices is accounted for by the heavy duties that are levied on imported machines.

U. S. STANDARDIZES BICYCLE TIRES

New York—The United States Tire Company has announced a complete revision and strengthening of its lines in bicycle tires, with a substantial reduction in prices. The changes are on so elaborate a scale that the company is in the field with practically a complete new line, the number of styles being smaller but so comprehensive as to meet every type of requirement of the bicyclist. Single tube tires styles are reduced from seven to four, and the clincher varieties from six to three, and tubes from five to three. Dealers have hailed the changes with delight for it means a much less heavy investment to carry a full line than in the past. In addition to lessening the number of styles, a number of new tires designed to take a pre-eminent place in their respective fields have been brought out. As the leader in the single tube line stands the Traxion Tread Cord, fashioned after the popular Traxion Tread motorcycle tire. The Heavy Service Traxion Tread, one of the best known of the company's tires for years, remains unchanged. Next after it in price comes the U. S. Giant Chain with white sides and black tread. There has been a chain tread tire in the line in previous years, but the new tire is much sturdier and wider treaded. A still more moderate priced tire is the new Nonpareil Thornproof, with white sides and red tread and a thornproof strip. The U. S. Juvenile with white sides and red tread is designed for children's bicycles. In the double type there are the G. & J. Double Clinch Corrugated, the G. & J. Clinch Chain and the G. & J. Single Clinch Studded, all well known for years and all without change. Three tubes instead of five will be carried—the G. & J. Endless, the Red Fox and the Gray Special. The new styles and prices are in effect at once, although the discontinued stock will continue until November 1, at reduced prices, and orders will be filled until stocks are exhausted.

MORE ROOM NEEDED

Fresno, Cal.—Chas. Madgwick has removed to a larger store at 620 Broadway. Madgwick is carrying a larger stock of used machines, together with accessories and parts for all makes.

William R. Spear

SCHACK'S COAST TRIP

Angola, N. Y.—President W. G. Schack will leave soon on his annual Fall trip to the Pacific Coast, where he will make the rounds of the Pierce and Emblem dealers, and incidentally absorb a little of that famous Western sunshine.

ARTLEY OPTIMISTIC

San Francisco—Roy Artley, Coast representative of the Ace motorcycle, when seen in San Francisco, on a flying visit, said: "Ace motorcycle sales are looking up. I notice constantly increasing interest in the Ace on the part of dealers and riders. To my mind, the new price adjustment is adding to the popularity of the Ace." Olcott Cummons, San Francisco agent for the Ace, also reports growing interest on the part of San Francisco riders.

DUNLOP PLANS AMERICAN CO.

London, Eng.—Holders of the debenture bonds of the Dunlop Rubber Company of London have received a circular outlining a plan to finance the Dunlop Tire and Rubber Corporation of America, a company organized by the British company to compete with American tire manufacturers. Holders of the debentures have been informed that the American company could be financed by a bond issue floated in America.

NEW TARIFF SCHEDULE

Washington, D. C.—Herewith are given the duties in the new tariff bill, with comparisons with the Payne-Aldrich and Underwood law:

Automobiles and motorcycles and parts, 25 per cent; Payne-Aldrich, 45 per cent; Underwood, 30 per cent. to 45 per cent.

Bicycles, 30 per cent.; Payne-Aldrich, 45 per cent.; Underwood, 25 per cent.

Boxing gloves, baseballs, footballs, tennis rackets, bats, and other similar athletic equipment, 30 per cent.; Payne-Aldrich and Underwood, no corresponding provison.

BUTLER AT GOLDEN GATE

San Francisco, Cal.—T. C. Butler, Jr., was in San Francisco, during the week of September 10. He invited members of the staff, salesmen, etc., of the Pacific Motor Supply Co. to a dinner and gave them a sales talk, regarding Indian sales methods for the coming year. A. Freed, proprietor of the Pacific Motor Supply Co., was present, and, among others, were C. E. Oberg and "Hap" Alzina. The last-named motorcycle man has been the recipient of many congratulations on the cause which kept him from attending the recent watermelon feed at Sacramento. It was a fine son.

DIAMOND CHAIN BRANCH IN CLEVELAND

Indianapolis, Ind.—The Diamond Chain & Mfg. Co. announces the opening of an office at 340 Leader-News Building, Cleveland, Ohio. This office will be in charge of H. I. Markey, who has been with the company five years as mechanical engineer in the engineering and sales departments. He is splendidly equipped to give technical and sales service in Diamond chains and sprockets. The object in establishing this office is to be of greater service to all manufacturers, engineers and chain users in the territory surrounding Cleveland, Rochester and Pittsburgh.

SELLS CARLOAD OF PIERCE CYCLES

New York—Alfred Greis, New York Sporting Goods Co., Long Island salesman, sold for immediate delivery a carload of Pierce bicycles during the week of September 11-16th—and signed up further contracts for another carload to be delivered before January 1. The rest of the New York Sporting Goods salesmen started out Monday, Sept. 18. James French, formerly in the employ of New York Sporting Goods and later employed by Edwards & Crist as New York City and Long Island salesman, has returned to his old berth with the New York Sporting Goods Co., and will cover Southern Jersey and Northern Pennsylvania.

A CHRISTMAS NUMBER

Toledo, Ohio—The small "chemical" fire engine pictured was manufactured by the American-National Company, Toledo, Ohio. Its finish is the conventional red, with yellow striping. The wheels are red enamel, with corrugated rubber tires. The nickel-plated boiler is riveted together and will actually carry a fire. The swinging fire door has a catch for locking and allows the children to make their fire in the boiler with perfect safety. Realistic steam and water gauges, the gas control on the steering wheel, fire bell on the radiator that can be rung from the steering wheel, two ladders carried on the side — all these go to make it a real, sure 'nough fire engine. Besides these, the little engine has the usual "American" accessories; metal road lamps with non-glare glass lens, retained roller bearings, instrument board, gear shift, license tags, bumper and protected hub caps.

Toy Chemical Fire Engine

THE CYCLE TARIFF

Washington, D. C. — Retaliation against any foreign government which imposes upon American bicycles or motorcycles any rate of duty greater than that provided in the new tariff bill is provided for in the measure by the conference committee, which reported the bill out on September 12. Motorcycles and parts, not including tires, whether finished or unfinished, will carry a rate of 25 per cent advalorem, while bicycles and parts, not including tires, are to be dutiable at 30 per cent ad valorem. It is provided, however, by the conference committee that "if any country, dependency, province, or other subdivision of government imposes a duty on any article specified in this paragraph, when imported from the United States, in excess of the duty herein provided, there shall be imposed upon such article, when imported either directly or indirectly from such country, dependency, province, or other subdivision of government, a duty equal to that imposed by such country, dependency, province, or other subdivision of government on such article imported from the United States, but in no case shall such duty exceed 50 per cent ad valorem."

A rate of 10 per cent ad valorem is provided for motorcycle and bicycle tires.

All rates in the tariff bill as reported by the conferees are to be based upon the foreign valuation of the commodity imported, the House plan for American valuation having been rejected. The measure also contains the Senate's "flexible tariff" provisions, which, like those in the bicycle paragraph, quoted above, are intended to prevent retaliation on the part of foreign governments. These provisions give the President authority to change rates, to an extent not exceeding 50 per cent of the rates in the measure, in order to equalize differences in the cost of production here and abroad, to cope with unfair methods of importation or in the sale of imported commodities, or in retailiation for export restrictions imposed by foreign governments upon commodities destined for the United States.

The bill also provides that every article imported, which is capable of being marked, stamped, branded or labeled, without injury, at the time of its manufacture or production, must bear in legible English the name of the country of origin. Unless so marked, the commodity may not be imported. All containers for imported commodities also must be marked with the country of origin. Unless the article is marked, it must be exported under customs supervision, and if not exported a duty of 10 per cent of the appraised value is to be assessed upon the article in addition to the specified duty, when it may be marked and imported.

THE GREATEST CIRCULATION IN THE CYCLING FIELD

is possessed by "America's Greatest Cycling Magazine," MOTORCYCLE AND BICYCLE ILLUSTRATED. Published circulation reports proving the accuracy of this statement will be submitted on request.

MOTORCYCLE AND BICYCLE ILLUSTRATED

912-920 Broadway, New York

America's Greatest Cycling Magazine

UNIQUE FEATURE AT TORONTO

Toronto, Ont.—One of the unique features of the Canadian National Exhibition, Toronto, has been a sports show which was housed in a special building by itself. This show made a distinct hit with its various attractions, one of which was an exhibit called "Four Cycles of Cycling." Boneshakers, tandems, high wheels and other ancient crocks were included in this display and there were also several types of present-day bicycle models. The bicycle manufacturers, as well as a number of bicycle and motorcycle dealers, had interesting exhibits of their own in the building, while the show also included sporting goods, fishing tackle, aeroplanes, boats and other displays.

A moving picture show was held every two hours during the two weeks in a theatre which seated 200 persons, the pictures including views of many sporting events. Sporting news bulletins were also received by radio from 4 to 8 P. M. each day at the building. No admission was charged to the building.

TRADE MEN PLAN RACES

Dallas, Tex.—One of the biggest bicycle events of the year is being planned by the bicycle dealers of Dallas, Texas, for the opening day of the State Fair on Oct. 6. Half a dozen contests will be staged. As the attendance at the opening of the Fair has frequently been as high as one hundred thousand, the bicycling event is expected to draw a good crowd. C. L. Cade has been selected as referee. For Nov. 30 a Thanksgiving Day racing program is being arranged by the Star Cycle Club under the direction of B. A. Dunn, the president.

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

THE C. R. C. A., New York Division, will hold the club championships on October 8 and 15. The riders are getting all pepped up for the titles.

* * *

Next Sunday the Acme Wheelmen of New York will start their championship series. Four races in all will be held, two sprints and two unpaced races.

* * *

A stork card came by post from Mr. and Mrs. Raymond Caldwell, of Brooklyn, saying that a nine-pound boy arrived at the Caldwell homestead on September 10. Ray, by the way, is a fast ankler of the C. R. C. A. and might possibly enter the new one in the cyclists' futurity.

* * *

At the New York Velodrome on Sunday, September 10, a novice race was run. The winner, Charles Kuykendall, of Edgewater, was disqualified and Louis Grace, of the C. R. C. A., was awarded the race. This also placed Walter Heichel, of the Empire City Wheelmen, second. The winner was disqualified because he had been placed in a novice race at a previous meet.

* * *

Peter Moeskops, the Dutch sprinter, has again accounted for the world's championship among the sprinters. Pete won the title at the Parc des Princes track, Paris, last Sunday, with Bob Spears, champion in 1920 and second to Pete last year, getting second. Alois Degraeve, the Belgian, was third. In the paced race Leon Vanderstuyft, a younger brother of Arthur's, defeated Paul Suter, the Swiss, and Gustav Ganay, the Frenchman.

* * *

To the Amateur Bicycle League of America and to A. R. Jacobson, chairman of its competition committee, goes plenty of credit for putting over the 1922 A. B. L. championships, which wound up at Atlantic City last Saturday. It was the second time that the A. B. L. titles have been decided, last year at Washington, D. C., and this year at the Coast resort. At Washington eight states were represented, while at Atlantic City, 28 riders, 11 juniors and 17 seniors answered the call. It proved to be the best series and the competition was very keen.

* * *

Once each year the "Old Guard" of the Hartford Wheel Club, in the Nutmeg State city of that name, hold a reunion. The big doings this year is set for Saturday and Sunday, September 23 and 24, and the scene is to be the Nathan Hale Inn, East Haddam, Conn. The crowd will meet at Lou Elmer's store at 348 Trumbull street, Saturday, September 23, at 1 o'clock in the afternoon, and they will then tour to the Nathan Hale Inn. There's a big time due this year as Lou Elmer has invited Billy Rowe, "Senator" Morgan, "Birdie" Munger and Eddie "Cannon" Bald, stars of the real old days, along with George M. Hendee, Dave Post and Joe Goodman. It *will* be good.

* * *

It was certainly tough luck that George Hess, the New York State champion, hit down at Atlantic City. George was out training on Friday last, the day before the finals of the A. B. L. championships were run, when he was struck by an automobile driven by one of the fair sex, who, it was said, had no driving license with her. Hess was pretty well banged up and was taken to the Atlantic City Hospital, where it was stated he had broken a bone in his leg. He was out of the finals for the title when he had an excellent chance to win. Word was rushed to Bertell W. King, who finished second to him in the State finals, and he went to Atlantic City and "pinch-hitted" for Hess.

* * *

Many good riders have come out of the West. They include Floyd McFarland, Orlando Stevens, "Poke" Freeman, Charley Wells, Hardy Downing and many others Most of them came from the Pacific Coast. The latest prospect and one that looks to be a real comer when he gets a little older is Steve O'Connor, the champion of the Golden State, who went to the A. B. L. championships at Atlantic City and came near copping. He was unable to start the quarter-mile on account of tire trouble, but he came back and won two races and finished third in another, scoring 12 points, two less than the winner, who scored in four races. He is strong and in time should develop into a real find.

* * *

By the time that this paper has galloped to press all of the bicycle tracks in New England will have their portals dolled up with nice new locks. Nat Butler, who wanted to race last Saturday, closed up shop with a record of 17 postponements. Pat Logan hammered the big spikes through the gate on Monday, September 11, and Pat announced that he would only run one meet a year in 1923. Charley Turville, manager of the Providence bowl, said fini last Friday, while Frank J. Cadwell, master of ceremonies at the New Bedford saucer, planned a benefit meet for George Seres, the French rider who was badly injured at his track earlier in the year. Seres, along with Charles Verkeyn and Victor Linart, Belgians; Jules Miquel, the Frenchman, and two or three pacemakers, plan to sail Monday, September 25, for Europe on board the French Line steamer *France*. Before going home Verkeyn signed to race here next year, the Belgian contracting for 30 races from May 15 to September 15.

Clarence Carman, the Long Islander, who will sail shortly for Europe to fullfill a contract that will keep him there until February. Clarence will race at the Velodrome d'Hiver, Paris

* * *

The Amateur Bicycle League of America championships for 1922 were wound up on Saturday, September 16, the final day of the cycle show and convention at Atlantic City, N. J., and Carl Hambacher, a member of the Bay View Wheelmen, of Newark, N. J., and State champion of New Jersey, won the Senior title with a total of 14 points. In the Junior class a youngster named Charles Smithson, champion among the lads of Washington, D. C., and a member of the Washington Division of the Century Road Club Association, won by scoring 13 points. That neither Hambacher nor Smithson won easy can be attested by a glance at the tabulation of points in the series. Hambacher had 14 points, two points ahead of Steve O'Connor, the champion of California, and eight each for Edward Conrad, Missouri, and B. W. King, who represented New York in place of George Hess, the State champion, who was injured in a collision with an automobile the day before. In the Junior class Smithson won with 13 points, while Joe Simons, Denver, and George Howe, Texas, each had two less than the winner. Smithson certainly put up a great struggle for the honors. He won the quarter-mile and the third-mile sprints and qualified for the half-mile, but was taken ill and had to be treated by a physician, making his starting in the final out of the question. He came back after being attended to by a doctor, looking very pale and far from being fit to ride in the one-mile unpaced, the final event, but he went at his task in true game style and finished second in the race, he being one second behind George Howe, who won, and a fifth of a second ahead of Simons, who was third. Hambacher by no means had an easy task. Carl was second in the quarter-mile sprint, won the third-mile, was eliminated in the half-mile and rode to a tie with Vernal Newcomer, the Pennsylvania champion, in the mile. He landed into the five-mile unpaced with 12 points, but after Steve O'Connor, of San Francisco, had done his five miles and was leading in time, with the chance of scoring five points and making his total 12, tieing Hambacher, it was up to Hambacher to ride the five miles and score at least a point. He ran third and with the two points made his total 14, which assured him of the title. To Hambacher and Smithson went the State and District medals and the diamond-studded medals for winning the finals. In addition each received silver cups, Hambacher the New Departure Trophy and to Smithson the Palmer Tire Trophy, given by the manufacturers of the coaster brakes and the tires.

Peter Moeskops Takes World's Title

By Special Cable

PETER MOESKOPS, the Holland sprinter, won the world's sprint championship for 1922. The professional sprint titular event, which was started at the New Brighton track at Liverpool England, in August, but had to be postponed on account of rain, was finished at the Velodrome Parc des Princes, near Paris, Sunday, September 17.

Moeskops, the 1921 champion; Bob Spears, the Australian sprinter, who won in 1920, and Alois Degraeve, the Belgian champion for 1922, met in the final and the Hollander won, with Spears in second place.

These three riders survived the semi-finals in which they met Bill Bailey, the English sprinter; Ernest Kaufmann, the Swiss; Joe Van Bever, a former Belgian champion, and others. After his victory Moeskops did a tour of honor and received a great hand from the crowd. He was also awarded the world's championship medal and the sash emblematic of the title.

The riders that qualified for the semi-finals at Liverpool were Peter Moeskops, Holland; Bob Spears, Australia; Gabriel Poulain, France; Joe Van Bever, Belgium; Ernest Kaufman, Switzerland; Bill Bailey, England; Alois Degraeve, Belgium; Caesar Moretti, Italy, and Albert Debunne, Belgium.

Leon Vanderstuyft, the Belgian, who had qualified for the 100-kilometer (62.13 miles) motor-paced championship of the world, along with Paul Suter, the Swiss, and Gustav Ganay, the Frenchman, won the race with Suter in second place. Vanderstuyft was also honored with medal and sash and also did his tour of honor. Suter was also second in the 1921 race and this marked Vanderstuyft's first win of the paced title.

WILD "JAM" AT NEWARK

ONLY three races were scheduled for the Newark Velodrome on Sunday, September 17, a novice at a half-mile, a ten-mile point race for the amateurs and a 50-mile team race for the professionals, but there was enough action in the last race to make up for a dozen other events.

John Unkert, of Newark, won the novice from Frank Knierenen, while Fred Spencer with 38 points, took the ten-mile point race from Anthony Beckman, 30 points; Elmer Bundt, 26 points, and William Mollica, 10 points.

Peter Moeskops, Holland, winner of 1922 world's sprint title

The pros. then lined up for what promised to be some action and the results proved that the promise was made good. The conditions of the race called for a sprint every two miles with points for first, second, third and fourth rationed out at 7, 3, 2 and 1. The last sprint at 50 miles counted 25, 15, 10 and 5 for the first four.

Alfred Grenda and Reggie McNamara started to gather in points with a vengeance. Up to the 30-mile mark they had accumulated 45 points with Alfred Goullet and Orlando Piani having but 11. Then the fireworks started. Anthony Young and Dave Lands set off the explosion when they "jammed" after the 14th sprint. The track was full of bicycle riders and the back stretch was jammed with trainers. The trainers got in each other's way and caused a few spills. The wild riding lasted for about 15 minutes or so and at the finish of the "jamming" the teams of Goullet and Piani, Fred Hill and Alec McBeath, Percy Lawrence and Lloyd Thomas, Willie Coburn and Peter Drobach, Harry Horan and Fred Weber and Gus Lang and Willie Keller lapped the field. It was all over but the shouting then and all they needed to do was to protect their position, which they did handsomely.

The last sprint was won by Grenda with Goullet, Horan and Lawrence filling the places. This gave Goullet and Piani 83 points and the race. Hill and McBeath took second with 52, and the others were placed as follows:

Third, Horan and Weber, 28 points; Lang and Keller, 15 points; Lawrence and Thomas, 12 points; Coburn and Drobach, 10 points, and Grenda and McNamara, one lap back, 80 points. Cecil Walker and Jackie Clark, one lap back, landed eighth with 26 points. The time was 1:46:57 1/5. The results of each of the 25 sprints follow:

Miles.
2—Grenda, Young, McBeath, Papworth.
4—W. Spencer, Hanley Hill, Lands.
6—Grenda, C. Walker, McBeath, Keller.
8—McNamara, Horan, W. Spencer, Hill.
10—McBeath, Grenda, Taylor, Clark.
12—C. Walker, W. Spencer, Hill, Jaeger.
14—Eaton, Goullet, Young, Keller.
16—McNamara, C. Walker, Hill, Piani.
18—Clark, Grenda, Thomas, Weber.
20—Mobeck, Hill, McNamara, Lands.
22—McBeath, Keller, Drobach, Grimm.
24—Piani, C. Walker, Hill, Lands.
26—McBeath, Drobach, Grenda, Clark.
28—McNamara, Jaeger, Lawrence, Mobeck.
30—Goullet, Hill, Coburn, Horan.
32—Goullet, Horan, Coburn, McBeath.
34—Goullet, Horan, Hill, Lands.
36—Grimm, Thomas, Goullet, Keller.
38—Jaeger, Piani, Horan, Hill.
40—Goullet, Keller, Weber, McBeath.
42—Piani, Hill, Lang, Horan.
44—Goullet, Keller, McBeath, Drobach.
46—Goullet, Grenda, Hill, Lang.
48—McNamara, Piani, Weber, Clark.
50—Grenda, Goullet, Horan, Lawrence.

PIANI DEFEATS GOULLET

ORLANDO PIANI, the Italian sprinter, came back at the New York Velodrome on Tuesday night, September 12, and reversed defeats that Alfred Goullet, the Newarker, had scored against him. Piani met Goullet in a match and won in two straight heats, each time winning with enough margin so there was no doubt.

Goullet later in the evening showed that he is by far the best rider when it comes to strenuous races. Alf and about 30 other pro. riders started in a ten-mile point race. The conditions of the race called for a sprint each mile with seven points to the winner, four for second, two for third and one for fourth. The tenth and last mile scored 25 to the winner, 15 for second, 10 for third and 5 for fourth.

Goullet won five of the ten sprints and finished up with 54 points to 29 for Cecil Walker, who won the last sprint from Goullet, Eddie Madden and Harry Horan; 22 for Reggie McNamara, who rode a fine heady race; 21 for Eddie Madden; 12 for Larry Gaffney and 9 for Alec McBeath. The sprints finished as follows :

First Mile—Goullet, McNamara, Coburn, Horan. Coburn disqualified for riding wide.

Second Mile—Grenda, Hanley, Goullet, McBeath.

Third Mile—Gaffney, McNamara, Eaton, Taylor.

Fourth Mile—Goullet, McNamara, W. Spencer, C. Walker, Taylor. Spencer disqualified for coming through on the inside.

Fifth Mile—Goullet, McNamara, Madden, Horan.

Sixth Mile—Goullet, Madden, McNamara, Horan, McBeath. Horan disqualified for coming through on inside.

Seventh Mile—McBeath, Gaffney, C. Walker, Taylor.

Eighth Mile—Weber, McNamara, Goullet, Madden.

Ninth Mile—Goullet, Thomas, Madden, Gaffney.

Tenth Mile—C. Walker, Goullet, Madden, Horan.

CROWD AT PROVIDENCE CLOSING

Providence, R. I.—More than 10,000 persons jammed into the Cycledrome, Friday, September 15, to witness the festivities in connection with the closing of the season and incidentally see what was slated to be the biggest motor-paced event ever pulled off at the track, a World Derby of one hour. Before the six big riders got through it looked like a comedy of errors.

Chapman had the pole at the start and maintained it until the first lap of the 16th mile. At this juncture he shifted to Antonucci. The pace-setter performed a bonehead and Carman rolled into first place. By the time Chapman got to rolling again he was on the tail end.

Whatever chance Linart had of winning was lost in the 18th mile when he dropped off to swap pacemakers with Madonna. The Italian picked up Pasquier all right but Lehman left the track, and it was some time before he got back and had Linart in tow.

An allowance, however, saved the day temporarily for him, but this didn't last long. Chapman joined the procession and practically eliminated himself at the end of 40 minutes. Carman and Verkeyn were the real contenders in the race with the others trailing along with occasional spurts to keep the interest of the crowd from lagging. Verkeyn was the big hit of the race and hung to his pace throughout and gave a sensational exhibition. Verkeyn, although not having won a race here this season, has more than once saved a meet by his spectacular work.

Carman covered 39 3-7 miles; Verkeyn 39 3-7 miles; Corry 38 4-7 miles; Chapman, 32 5-7 miles; Linart, 30 2-7 miles; Madonna, 28 2-5 miles. Summaries:

Two-Lap Handicap, Amateur—Won by Walter Newton, 40 yards; second, Tony Vallevona, 50 yards; third, Michael DeAngeles, 40 yards; fourth, Alphonse Columbe, 30 yards. Time, 34 1/5 seconds.

Three-Lap Handicap, Professional — Won by Archie Villa, 55 yards; second, Joseph Ruber, 25 yards; third, Willie Upton, 45 yards; fourth, Fred Jarvis, 40 yards; fifth, Albert Lancelotti, 50 yards. Time, 48 4/5 seconds.

Miss-and-Out Race, Amateur—Won by Raymond Warren; second, Alphonse Columbe; third, Vincent Pirchione; fourth, Conrad Sundquist. Time, 2:22 2/5 seconds.

Special Match, Amateur—L. S. Harten defeated Chick Meyer.

Junior Motor-Paced Professional (20 Miles)—Won by Frank Keenan, Revere; second, Vincent Markey, Passaic; third, Manuel Nunes, New Bedford; fourth, Willie Keller, Newark. Time, 29:59 4/5.

Two-Mile Open, Amateur (Class A)—Won by L. S. Harten; second, Chick Meyer; third, Martin Deerig; fourth, Frank Frazzini. Time, 4:34 1/5.

Five-Mile Invitation, Professional—Won by Louis Gilson, Taunton; second, Joseph Reeber, Newark; hird, Frank De Panni, Providence; fourth, Vincent Markey, Passaic. Time, 10:41 1/5.

RAIN CURTAILS DERBY RACE

Worcester, Mass.—The Worcester County Derby motor-paced race, scheduled for 62½ miles, was stopped by rain with George Chapman in the lead during the 32nd mile. To be exact, Chapman had finished 32 4-7 miles in 47 minutes, 10 3-5 seconds when the deluge came. Frank Corry was second, three-quarters of a lap behind. Charlie Verkeyn, a bit less than two laps in the rear of Corry, finished third. Clarence Carman, hindered by motor trouble, was three miles behind Verkeyn while Jules Miquel, also suffering the same brand of misfortune, took fifth place. Bothered by a broken rib, sustained in a previous race, Vincent Madonna was forced to withdraw in the 19th mile.

Verkeyn, going like a veritable whirlwind, broke into the lead early and held it until the 14th mile when a soft tire forced him to change wheels. Madonna then went ahead and remained thus until he retired. Then Chapman took over the lead and held it, although Corry threatened at times. Despite the clouds of early evening, a crowd of 7,000 was on hand. It was the last meet of the season. Manager Pat Logan announces that next season, he will conduct one meet a week, instead of two as was the case this year. "Worcester is a great bike town," says Pat, "but the fans want the best and that's why I figure I'll be able to do better once a week."

NUNES WINS PACED HANDICAP

New Bedford, Mass.—"Manny" Nunes, the local Portuguese champon, won the 30-mile handicap paced race at the Cycledrome here on Monday night, September 11. Nunes had a handicap of about 1,300 yards and he made good use of it, winning in 44:04 with Frank Keenan, scratch, only gaining one lap on him. Keenan was second; Vincent Markey, one lap, third and Larry Gaffney, scratch, fourth.

A novelty on the card was a four-lap (4/7-mile) "Old Timers Race," which had as the starters Manager Frank J. Cadwell, Fred Foster, the "Flying Dutchman"; Allie Barber, correspondent of Motorcycle and Bicycle Illustrated and starter at the track, and Albert Crossley, Sr., winner of last year's race. "Cad" must have been training because he put over a win with Crossley beating Foster for second. The time was 1:23 4/5.

Four-Lap (4-7-Mile) Alternance Race, Professional—Won by Joe Reeber; second, Frank Depanni; third, Louis Gilson; fourth, A. Crossley.

Two-Mile Invitation, Professional—Won by L. Marcella; second, Joe Turgeon; third, Michael DeOrio; fourth, Willie Upton. Time, 4:28.

Four-Lap (4-7-Mile) Handicap, Amateur—Won by Roland Sevigny, 35 yards; second, V. Picchione, 25 yards; third, L. S. Harten, scratch; fourth, Frank Frazzini, 30 yards. Time, 1:08 2-5.

Team Pursuit Race, Amateur—Won by Jimmy Coe and William White. Time, 6:49. Distance, 3 miles and 175 yards.

CHAPMAN STILL LEADS TABLE

GEORGE CHAPMAN, the paced champion, still retains his lead in the paced table and he has added a few more points during the past week or so. George has 186 points to 171½ for Clarence Carman, the second man. Victor Linart, the Belgian, is third, and Vincent Madonna, the Italian, fourth. The standing up to and including Sunday, September 17, follows:

Rider	1st	2d	3d	4th	Pts.
George Chapman....	27	10	10	1	186
Clarence Carman**...	21	12½	10	8	171½
Victor Linart*.......	15½	13	8	5	139
Vincent Madonna**..	13	16½	7	5	134½
Frank Corry*........	8½	19	7	1	116
Jules Miquel	10	7	10	9	100
Charles Verkeyn.....	7	7	10	9	85
George Wiley	7	9	8	5	83
Frank Keenan	7	4	4	3	58
Vincent Markey......	5	4	4	2	47
George Colombatto ..	1	5	4	6	34
George Seres	2	5	3	1	32
Larry Gaffney	3	3	2	3	31
Willie Appelhans	1	4	2	5	26
Jackie Clark	0	5	4	2	25
Brask Andersen	2	1	3	4	23
Percy Lawrence	2	2	2	0	20
Willie Keller	2	1	1	2	17
Worth Mitten	0	2	3	3	15
Manuel Nunes	3	1	1	0	13
Luigi Marcella	1	1	0	2	10
Ralph Spiers	0	2	1	2	10
Archie Villa	0	2	2	0	10
Joe Reeber	1	1	0	0	8
Willie Upton	0	0	1	0	2
Louis Gilson	0	0	1	0	2
Humbert Norantonio.	0	0	1	0	2
Rudolph Blomstrom..	0	0	0	1	1

Points: First 5; second, 3; third, 2; fourth, 1.

* Linart and Corry rode to tie at New Bedford, May 29. Points for first and second (8) were divided between them.

** Carman and Madonna rode to a tie at New York, August 18. Points for second and third (5) were divided between them.

CHAPMAN TAKES PILGRIM CUP

Revere, Mass.—George Chapman, the American paced champion, captured the Pilgrim Cup, an hour paced race at the Revere Cycle Track, Wednesday night, September 13. Clarence Carman, the Long Islander, was second; Victor Linart, Belgian champion, third, and Charles Verkeyn, another Belgian, fourth. In the hour Chapman covered 43 miles. Chapman took the lead about 23 miles and was never headed. Carman was a half-lap back at the finish with Linart five laps and Verkeyn nearly two miles.

Frank Cavanagh, the Irish champion and also title holder for New England, was the star of the five-mile open, Frank winning with Fred McKenzie, Revere, second; Joe Reeber, Newark, third, and Willie Keller, Newark, fourth. James Cobert, Newark, won the half-mile handicap with Fred McKenzie and Dennie Connolly running second and third, respectively. Summaries:

Two-Third-Mile Handicap, Amateur—Won by Anthony Bernard, 125 yards; second, Charles Sakey, 105 yards; third, A. J. Robertson, 85 yards; fourth, Rocky Caputio, 135 yards. Time, 1:15 3-5.

Unknown Distance Race, Amateur—Won by Joe Reni; second, Alfred Keith; third, A. J. Robertson; fourth, Frank Logan. Time, 2:43 2-5. Distance, 1 mile.

Half-Mile Handicap, Professional—Won by James Cobert, 70 yards; second, Fred McKenzie, 55 yards; third, Dennis Connolly, 100 yards; fourth, Tom Connolly, 105 yards. Time, 54 1 5 seconds.

Five-Mile Open, Amateur—Won by Frank Cavanagh; second, Fred McKenzie; third, Joe Reeber; fourth, Willie Keller; fifth, John Gallo; sixth, Hugh McPartland. Time, 12:15 2 5.

MADONNA RETURNS TO FORM

New Bedford, Mass.—Vincent Madonna, the Italian, took the "World's Derby," a 62½-mile race, at the New Bedford Cycledrome on Thursday night, September 14, Vincent beating Champion George Chapman; Clarence Carman, Long Island; Victor Linart, Belgium, and Frank Keenan, Revere. The time was 1.38:42 1/5.

In a special match race between Bobby Walthour, Jr., Frank Cavanagh, the Irish and New England champion, and Willie Keller, of Newark, Cavanagh won the first heat with Keller second and Walthour third. Walthour won the second heat from Keller, Cavanagh staying out. Cavanagh beat Keller in the third heat, Walthour staying out. The race ended as follows: Cavanagh, 7 points; Walthour, 3 points; Keller, 4 points. Summaries:

Four-Lap (4-7-Mile) Handicap, Amateur—Won by L. S. Harten, scratch; second, William White, 45 yards; third, Frank Frazini, 30 yards; fourth, Roland Sevigny, 35 yards. Time, 1:06 3-5.

Unknown Distance Race, Amateur—Won by L. S. Harten; second, James Coe; third, Chick Meyers; fourth, Romeo Goddu. Time, 2:26 3-5. Distance, 1 1-7 miles.

Four-Lap (4-7-Mile) Invitation Race, Professional—Won by James Cobert; second, Ralph Spiers; third, Louis Gilson; fourth, Tommy Grim. Time, 2:06 1-5.

Team Pursuit Race, Professional—Won by New Bedford team, Michael DeOrio, Albert Crossley, Jr., Joe Turgeon, "Manny" Nunes and Louis Gilson; second, Revere team, Tommy Grim, Ralph Spiers, James Cobert, Joe Reber, Archie McDonald.

C. R. C. A. RUN TITLE RACES

Brooklyn, N. Y.—The Long Island Division of the C. R. C. A. held their first races of the championship series on Ocean Parkway, Sunday, September 10. The events were a half-mile sprint and five-mile unpaced.

J. Tilgner was the winner of both events. In the half-mile race the riders stalled for the first quarter mile, then J. Caldwell made a jump which started the riders moving. The lead was soon taken by J. Tilgner, who held it to the finish, closely followed by Harry Hoaglander, F. Zieron and W. Caldwell, who finished in the order named.

The result of the first six men to finish in the five-mile unpaced race is as follows: Won by J. Tilgner, 12:19 2-5; second, H. Hoaglander, 12:35 1-5; third, F. Zieron, 12:42 1-5; fourth, W. Caldwell, 12:59; fifth, J. Caldwell, 13:2; sixth, J. Shad, 13:5 1-5.

The present standing of the points is as follows: J. Tilgner, 10 points; second, Harry Hoaglander, 6; third, F. Zieron, 4; fourth, W. Caldwell, 2.

A Cycle Trip Over Labor Day

By George C. Dresser

A TWO and a half day tour over Labor Day, which was to be practically around Long Island was run by the Long Island Division of the Century Road Club Association. This same trip was quite popular in the old days when bicycling was at its height.

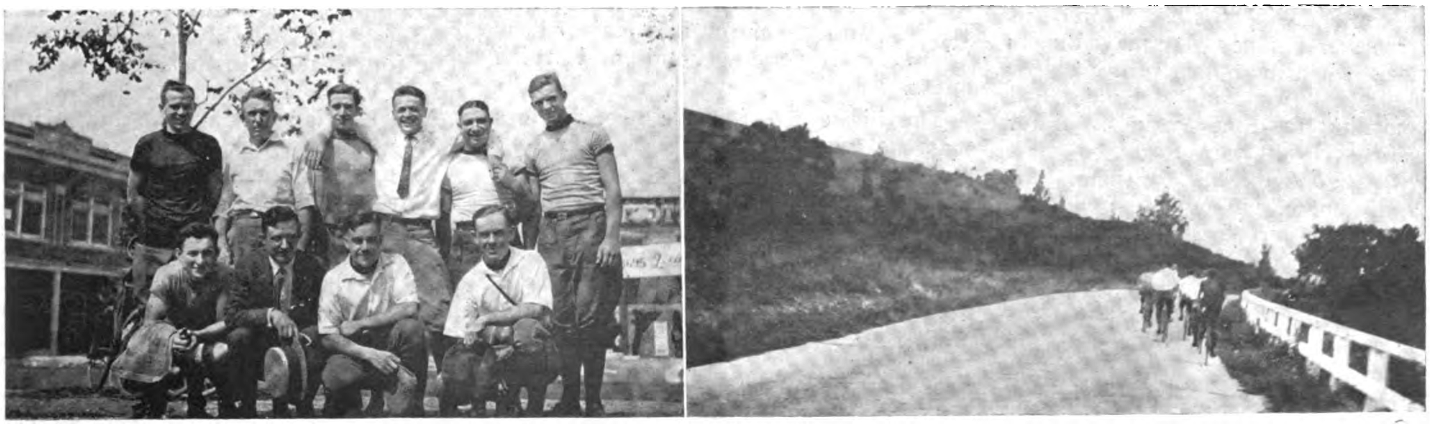
Shortly after 2 o'clock Saturday afternoon, September 2, A. Litz, S. D. Borman, J. A. Newmark, Fred Seiferlein, A. Fischer, W. F. Caldwell, Joe S. Caldwell and the writer, of the Long Island Division, with Frank Weiler, of the New York Division, left Bedford Rest, Brooklyn, for Port Jefferson, L. I., our destination for the day's run. The Caldwell brothers left us at Jamaica and returned home, meeting us next day at Sag Harbor where they came by auto from Brooklyn. A short distance from Jericho, William Yorzick, who left Brooklyn late, overtook us and finished the trip with the main party. Our route was via Jamaica, Mineola, Jericho, Commack, Smithtown, St. James and Stony Brook. Considerable traffic was encountered especially the first part of the journey. The country east of Jericho was entirely new to us but the roads were in fair condition with many short and snappy hills which were easily surmounted. The schedule was being easily maintained when one of the boys broke his chain, which caused a delay of nearly an hour. Several stops were made for liquid refreshments on the way. Our destination was reached shortly after 8 o'clock and we did full justice to a substantial dinner. Rooms were secured at the Sunrise Inn, 58 miles being ridden on the first leg of the trip.

Sunday, September 3, we left Port Jefferson for Sag Harbor, L. I., about 8:30 a. m. Shortly before we left several members of the Acme Wheelmen of New York passed through the town, having ridden all night by moonlight and were en route to Patchogue, L. I., on the south shore. We took the north shore road expecting to be able to see Long Island Sound most of the way but were disappointed, as the road was on lower ground but only a short distance from the shore. The route was via Miller Place, Wading River, Mattituck, Cutchogue, Southhold and Greenport. The roads were rather rough with many short hills. At one place on the road we passed a peach orchard and the owner very kindly invited us to help ourselves which we lost no time in doing. This part of the trip was also new to us and it seemed good to get in a section of the country so near home where we had not been before. From Greenport we took the ferry to Fisher's Island and again from the last named place to Sag Harbor where we arrived shortly after 5 p. m. On account of the crowded conditions over Labor Day it was necessary for us to scatter around the town in order to secure accommodations for the night. A few of the boys, together with the writer enjoyed a fine swim in Noyack Bay where the water was clear and clean, quite in contrast with some of the beaches around home. The Caldwell brothers arrived in their auto shortly after we were located and soon after that Captain A. Resnick and I. Blaustein, together with R. C. Geist, of the New York Division, came in, having ridden from Brooklyn on their wheels, 112 miles. After dinner many of the boys were busy sending souvenir postals to friends. Sag Harbor was famous in the old whaling days. It was also the birthplace of Mrs. Russell Sage, who did a great deal for the old town in her later years. Her homestead is now the Masonic temple. Fifty-five miles were ridden on this day.

Monday, September 4, Labor Day, the weather was fine early in the morning, but when we left Sag Harbor for home at 8:30 a. m. it was cloudy all around and looked like rain every minute. Joe Caldwell after his long ride in the auto, desiring to get the kinks out of his legs changed places with one of the boys and rode with us on the wheel for part of the distance. The roads on this part of the trip were very fine, especially where concreted and we made good time and ahead of schedule, much of the distance at 18 to 20 miles an hour. Several snapshots were taken, some of which are shown in this article. The route for the home trip was over the famous South Shore. Stop for dinner was made at Patchogue and when about ready to start out it commenced to rain with no sign of letting up. After waiting there for a couple of hours we were obliged to take the train for Brooklyn, which somewhat spoiled an otherwise splendid trip. Fifty-two miles were made the last day and a total of 165 miles for the trip. No trouble was experienced with tires and very little delay, except on the first day above noted, on account of wheel breakdowns.

C. R. C. OF A. HOLIDAY TRIP

THE Century Road Club of America members enjoyed a trip to Philadelphia. The first division met at the Paterson Plank Road and Hudson Boulevard on Saturday morning, September 2, at 7:30 a.m., and at 7:45 Captain Gerard called time and left with four members, they being H. Hery, H. Hintze, C. Han-



With the Century Road Club Association cyclers on the Labor Day trip. At left may be seen the group taken at Bedford Rest, Brooklyn, just before the start of the trip. Left to right they are: Front row, Fischer, Resnick, Walter Caldwell; back row, Weiler, the author; Newmark, Borman, Litz and Seiferlein; right, climbing the Shinnecock Hills on the last day, Monday, September 4

sen and S. Lacasio, riding down the Boulevard to West Side Park and taking small motorboat across the river, as the bridge is still under repair. They went out through Newark, Elizabeth, Rahway, Metuchen, New Brunswick, where a stop was made for some refreshments, and after a short rest the boys were on their way through Franklyn Park, Princeton, Lawrenceville and Trenton, where they had dinner. After enjoying a hearty meal and a rest they were soon off and over the bridge into Pennsylvania, past Oxford Valley, Glen Lake Station, Longhorne, Jenny Station, LaFrappe and Biestletown, where a stop was made for refreshments and a rest. Getting started again for Fox Chase, North Philadelphia and Philadelphia, where they were met by some of the town riders and all rode to the City Hall, and after spending some time talking over the trip we started for W. C. T. Yorke's house, where we were going to stay. We were all glad to see our friend Bill getting around after being laid up for over three months with a broken leg, he having been hit with an auto some time ago. Mrs. Yorke lost no time in getting the boys' supper, and soon all were enjoying one of their great old meals.

The second division left for the same point at 2 p. m. under the leadership of F. O'Shaughnessy, with eleven members, as follows: T. Bigna, J. Dashowitz, W. Leskin, A. Cooper, H. Winter, C. Lehr, P. Schusztek, J. Rawlins, H. Felsing and Edward Perry, who had just returned from San Francisco, Cal., after making a trip on a bicycle and returning by train on account of his bicycle being too bad to repair. The riders got off on time and took the same route as the morning bunch. They arrived at Yorke's at midnight, and all went to bed very tired and enjoyed a good night's rest. In the morning they all had breakfast at Mrs. Yorke's, and after this was over a trip to Valley Forge was planned and the riders were soon off for the old historical point. A trip was made by the Liberty Bell, where a stop was made for a short time, and then they returned to Yorke's for supper, which all enjoyed. After this was over several games were played up to 10 o'clock, when the bunch turned in for the night. All were up early and had their morning meal at Yorke's. After saying farewell the boys were on their way with a good day before them. All was O. K. coming in, with many stops now and then for refreshments, and all departed on the Hudson Boulevard, having enjoyed one of their best three-day trips in years, at the small cost of less than $6 each.

THE ROLLER TITLES

RAYMOND SICER, riding under the colors of the Quaker City Cycling Association, annexed the Home Trainer Title by a small margin, that being the half-mile sprint to decide a tie of 22 points from Fulton Short of the same club.

The races were closely contested with the State champions competing. These made a very good showing considering they used their road gears, not having time from their road workouts to change gears to the official 96 allowed for the roller races. Some of the riders used as low as 84 gear.

The small manikins afforded the spectators amusement in pedaling the distances the riders sent them around. Three sets of trainers were used elevated some two feet. Results:

QUARTER MILE

Position.
First—Fulton Short, Philadelphia.
Second—Russell Lange, Iowa.
Third—Raymond Sicer, Philadelphia.
Fourth—Ralph Hundley, Ohio.
Fifth—John Shrake, Philadelphia.
Sixth—W. Garroid, New York.
Time, 16 4-5 seconds.

ONE-HALF MILE

First—Raymond Sicer, Philadelphia.
Second—Ralph Hundley, Ohio.
Third—John Shrake, Philadelphia.
Fourth—Fulton Short, Philadelphia.
Fifth—John Shrake, Philadelphia.
Sixth—W. Garroid, New York.
Time, 34 3-5 seconds.

THIRD MILE

First—Raymond Sicer, Philadelphia.
Second—Fulton Short.
Third—Russell Lange, Iowa.
Fourth—Ralph Hundley, Ohio.
Fifth—John Shrake, Philadelphia.
Sixth—Walter Witzke, Illinois.
Time, 22 seconds.

ONE MILE

First—Fulton Short, Philadelphia.
Second—Ralph Hundley, Ohio.
Third—Raymond Sicer, Philadelphia.
Fourth—Jos. Simons, Colorado.
Fifth—John Shrake, Philadelphia.
Sixth—Russell Lange, Iowa.
Seventh—R. Nofen.
Eighth—W. Cofen.
Time, 1.09.

Raymond Sicer and Fulton Short total points amounted to 22 each. A half-mile sprint decided the championship, with Raymond Sicer the winner.

SPENCER BEATS PIANI

AMERICAN Champion Willie Spencer met Orlando Piani, the Italian, in a match race at the Newark Velodrome, Wednesday evening, September 13, and Spencer beat Piani in two straight heats. Harry Kaiser, the New Yorker, met Bobby Walthour, Jr., in a similar match and Kaiser beat Walthour in the second and third heats.

The big event for the pro. anklers was the ten-mile open with Alex McBeath taking the race from Alfred Goullet, Cecil Walker, Ray Eaton, Charlie Jaeger and Reggie McNamara. Summaries:

One-Mile Open, Amateur—Won by Anthony Beckman; second, Elmer Bundt; third, E. C. Bendi; fourth, John Otto. Time, 2:12 1-5.

Half-Mile Novice—Won by William Tooker; second, D. Luby. Time, 1:07 2-5.

Half-Mile Handicap, Professional—Won by Harry Horan, 55 yards; second, Gordon Walker, 50 yards; third, Fred Weber, 55 yards; fourth, Floyd Krebs, 45 yards. Time, 54 seconds.

Two-Mile Tandem, Professional—Won by Fred Hill and Dave Lands; second, Willie Hanley and Percy Lawrence; third, John and Menus Bedell; fourth, Tom Bello and Peter Drobach. Time, 4:21.

MAC AND GRENDA WIN

REGGIE McNAMARA of Newark, and Al Grenda, big Tasmanian, carried off the premier prize in the 62½-mile team race held at the New York Velodrome, Friday, September 15. The pair accumulated 88 points in the race. Second honors went to Cecil Walker, Australian, and Fred Hill of Boston, with 62 points. Alfred Goullet and Orlando Piani, the Italian, who were favorites to win, finished third with 49 tallies.

A tie existed for fourth prize between the teams of Ray Eaton, East Orange, and Willie Spencer, Newark, and Willie Coburn, Kearney, N. J., and Pete Drobach, Boston, each having 38 points. Sixth honors went to Percy Lawrence and Lloyd Thomas, the San Francisco team, with 35 tallies. The team of Anthony Young, Newark, and David Lands, Irvington, N. J., finished seventh, with 31 points.

A crowd of about 15,000 witnessed the event. The riders fought hard for every sprint. Eddie Madden and Harry Horan were fined $25 for being the indirect cause of a spill by Alex McBeath. In the 27th sprint Madden was disqualified after finishing among the point winners. He was charged with foul riding and was fined an additional $10. Anthony Young was disqualified in the 17th sprint for foul riding.

The victory of Grenda and McNamara was not acclaimed by the partisan crowd which witnessed the event. Piani and Goullet had many admirers in the crowd who voiced strenuous objections repeatedly as one or the other of their favorites was interfered with.

CARMAN AND MIQUEL WIN

A 62½-mile motor-paced race featured the Sunday program at the New York Velodrome, September 17, with Clarence Carman, the Long Islander, and Jules Miquel, France, winning the race. Vincent Madonna, the Italian, and Frank Corry, the Australian, were second, while American Champion George Chapman and Larry Gaffney, the Brooklynite, were third. The fourth team in the race was made up of Victor Linart and Charles Verkeyn, Belgians. Carman and Miquel were timed in 1:30:55 4/5.

A feature sprint race brought together Eddie Madden, the Newarker, and Bobby Walthour, Jr. Madden won the first heat and Walthour won the second. Bobby and Eddie rode a fine race in the third heat with Walthour getting the decision. Summaries:

One-Mile Novice—Won by A. Peters; second, Dave Corbett. Time, 2:31.

One-Mile Open, Amateur—Won by Louis Benezatti; second, E. C. Bendi; third, Earl Adams. Time, 2:20 4-5.

Two-Mile Handicap, Amateur—Won by John Amabile, 90 yards; second, Bert Marquart, 100 yards; third, Otto Eisele, 120 yards; fourth, Jack Silver, 190 yards. Time.

C. R. C. A. HOLD CENTURY

Brooklyn, N. Y.—On Sunday, Sept. 17, the Long Island Division of the C. R. C. A. held their informal century run to East Islip, L. I., and 14 riders participated. Leaving Bedford Rest at 8:45 a. m., the route was taken through Jamaica along the Merrick Road. Just after leaving Valley Stream the speed bugs got busy and soon had the bunch rolling along at a lively pace for about ten miles when it was necessary to stop awhile for the stragglers to catch up.

When the bunch again started they soon started the speed again. Near Amityville the riders were going at a very fast pace when an auto in front of them suddenly slowed up causing the riders to scatter in all directions. Luckily no one was hurt.

On approaching Babylon they again had hard luck. One of the riders riding too close to the man in front caught his front wheel and went down breaking his front rim. As they were unable to get a lift into town they decided to take out the broken front wheel and attach his fork to another bicycle, making a three-wheel tandem. After several tries it was discovered that two men could not ride it as the rear bicycle was too flexible. Leaving the bicycle free in the rear one rider therefore rode it into Bayshore, about 7 miles, trailing the other behind. The extra man got a ride in a car. On reaching Bayshore he got another wheel and was able to finish the ride.

After eating dinner at Bayshore, the riders started for home. A moderate pace was made into Freeport where a stop was made for refreshments. After leaving Freeport the jinx again started working. One of the riders stripped the bolt on his seat post and couldn't hold his seat up. After trying to fix it for a half hour it was necessary to tie a stick of wood under it to hold it up until he got home. When they got going again the real speed started. The pace was so fast that the riders came straggling into Jamaica one and two at a time. From Jamaica the bunch kept a moderate pace the rest of the ride having had enough speed for the day.

ACME WHEELMEN HOLD RACE

New York City—The Acme Wheelmen held their weekly club races Sunday, September 17, over the Mosholu Parkway course. The only race scheduled was a ten-mile handicap in which the scratch men gave allowances up to 3 mins. The handicaps were well taken care of by the front markers, who made sure that the scratch men didn't get them. Riding a steady pace and alternating the pace quickly, the first four men to finish kept away from the rest of the field for the whole 10 miles. On the last lap Herbert Fischer and Thos. Whittard broke away from Eugene Schilling and Jack Denov and finished that way. The finish was as follows:

Pos.	Rider and Club	Hdcp.	Time
1	Herb. Fischer	2:30	30:49
2	Thos. Whittard	2:30	30:49⅕
3	Eugene Schilling	3:00	31:47
4	Jack Denov	3:00	31:47⅕
5	Theod. Schliesman	Scr.	29:45
6	Chas. Froh	1:00	30:45⅕
7	Salf Grasso	1:00	30:45⅖
8	Hugo Schliesman	Scr.	29:50

ACME CLUB'S TITLE RACES

New York City—On Sunday, September 24, the Acme Wheelmen will hold its annual championships over the Mosholu Parkway course. Four races will be held to decide who the champion for the season 1922 will be. Two sprint races at quarter and half-miles will be held, and two unpaced races against time at one and three miles will also be held. The rider scoring the most points in all the races will be crowned champion and receive the gold medal; silver and bronze medals will also go to those finishing in second, third, fourth and fifth places.

Among the favorites are Joe Crowley, the present champion; Joe Schaefer, the crack road star; John Amabile, who has been scoring frequently in the track races held at the Velodrome; Chas. Froh, one of the fastest sprinters on the road today, and Steve Schackinger, a good all-around man. Races start at 9 a. m. sharp.

SHERMAN (TEXAS) BOOKS RACES

Sherman, Tex.—There is to be another great day for the motorcyclist and bicyclist in Sherman, and $100 in cash pries are to be given away Tuesday, September 26.

At a general meeting of the chairmen of the Red River Valley Fair, Sept. 26-30. Marion C. Harrison was selected as chairman of the motorcycle and bicycle section for north Texas' greatest fair and parade.

It is his intentions to give the citizens of north Texas one of the largest and most beautifully decorated motorcycle and bicycle parades ever given in the annals of bicycledom in this section of the state.

QUARELLO WINS U. S. I. RACE

New York City—About 30 riders were on hand on the Speedway Sunday morning, September 17, for the Unione Sportiva Italiana weekly races, which were by far the most interesting contested this season. In the feature event, the Cork Race, J. Quarello and O. De Cresenzo rode a fine race by holding their advantage of two minutes' handicap all through the race. In the deciding sprint Quarello was the victor, De Cresenzo gaining second honors. The rest of the field was caught by the scratch men and in the sprint, John Becker from the honor mark was first, followed by "Spots" Eisele, the other scratch man, and Jack Visco from 45 seconds. Fast time honors were taken by Becker, whose time was 21:02 for the eight miles.

George Barthlenghi surprised the field of 15 starters in the Class B Sprint at one mile when he jumped away just before the turn. He was followed over the line by J. Haggerty, J. Visco and T. Azzolina in that order. Joe Borghi accounted for the Mile Class B., Jr. Race from a classy field. Second place went to Quarello, who won the Cork Race; P. Broglio, third; L. Orsini, fourth. Order of finish in the Cork Race follows:

Pos.	Rider.	Hdcp.	Time.
1	J. Quarello	2:00	22:42
2	O. De Cresenzo	2:00	22:42⅕
3	J Becker	Scr.	21:02
4	"Spots" Eisele	Scr.	21:02⅕
5	Jack Visco	:45	21:47⅖
	FAST TIME		
1	John Becker	Scr.	21:02
2	"Spots" Eisele	Scr.	21:02⅕
3	Jack Visco	:45	21:45⅖

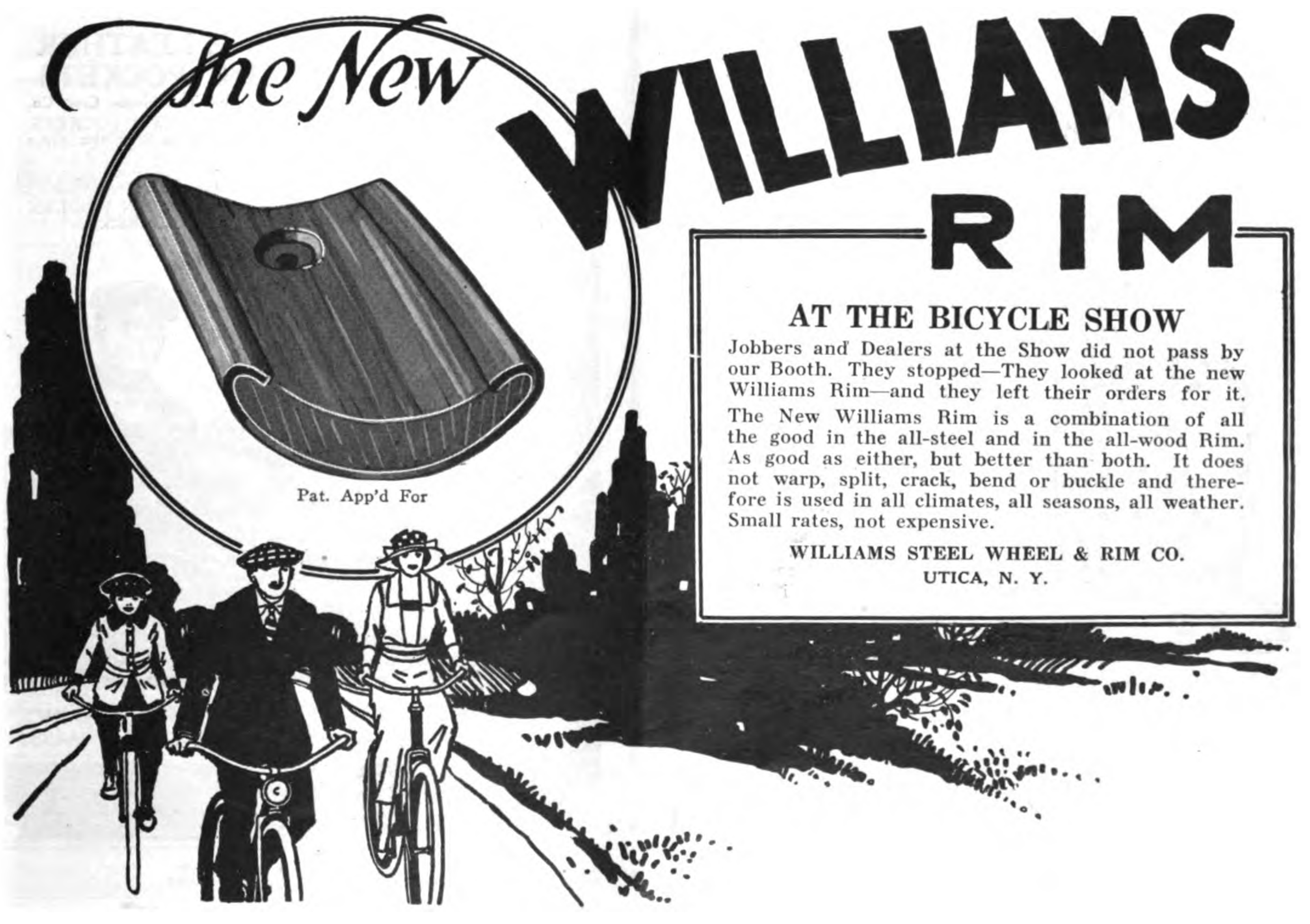
ROTH LEADS L. A. G. A. CYCLISTS

Brooklyn, N. Y.—Sam Roth of the Italian-American Gymnastic Association, led a field of ten rival cyclists Sunday in the road race conducted over a course of about 12 miles. Roth sprinted over the finished line, nosing out Pisciotta, W. Pettinato, victor of last week's "cork" race.

The order of finish follows:

Roth, Pisciotta, W. Pettinato, Fontana, M. Pettinato, Milito, T. Pettinato, Riggio, Bianco Tribune.

Plans for the 30-mile team which will be held on October 1 at McCarren Park has been completed. This event aroused a great interest among the club members and many old-timers have asked to be entered against the youngsters in this race.



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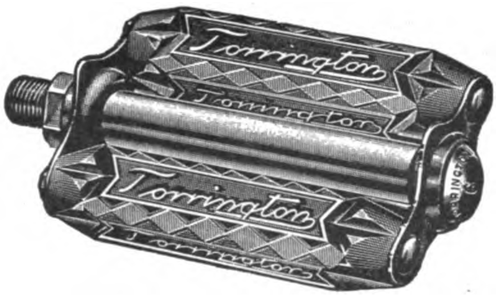

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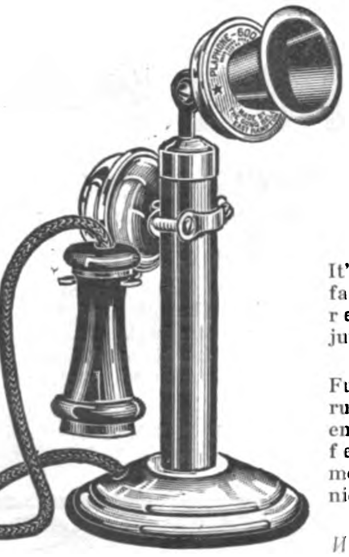

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Wood Dunlop Rims
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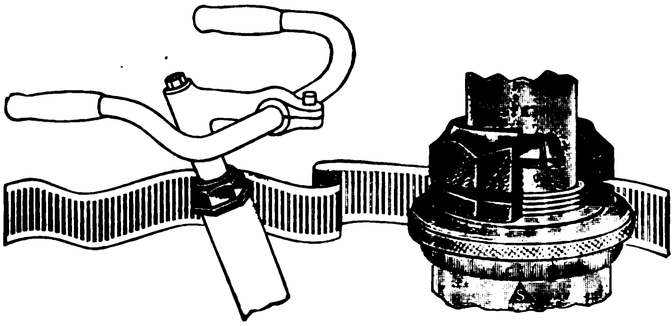

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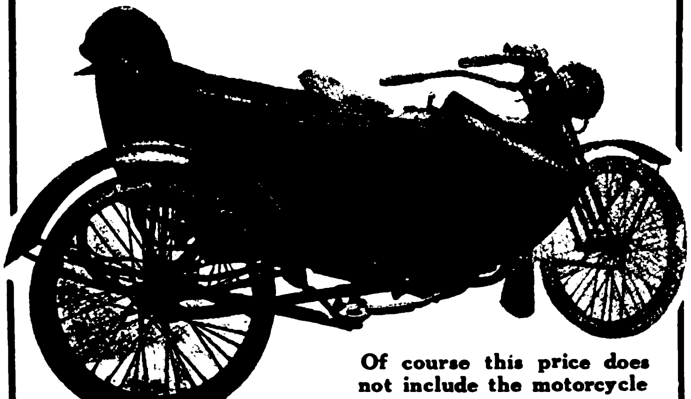

Of course this price does not include the motorcycle

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- **28x3 Goodyear Tires**
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Note:—We only have 143 of these and they will not last long, so get your order in promptly.

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Terms: Cash with order only

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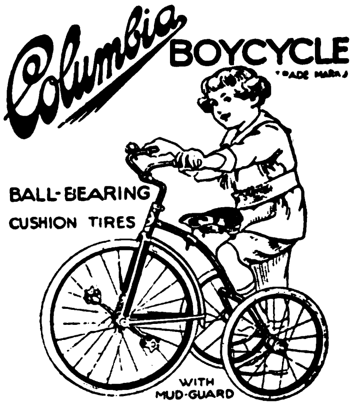
We also have a quantity of casings and tubes. Write for special circular.



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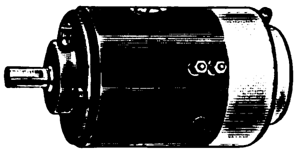

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For Volts or Amperes
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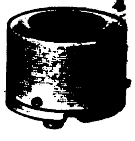

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LEATHER SUITS.......$36
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For F-N Tandems.....$3.00

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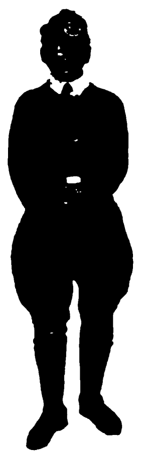

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We are now selling these name plate bicycles to DEALERS.

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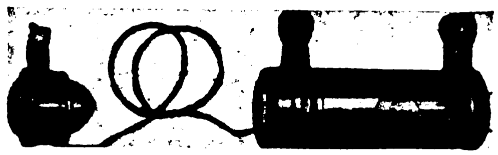

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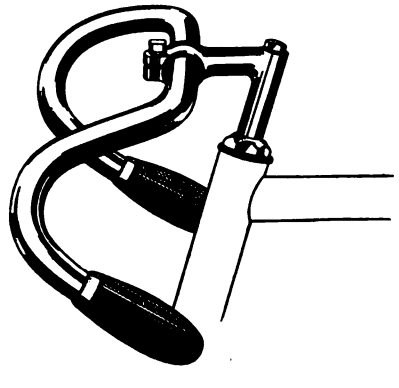

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LARGEST Bicycle and Motorcycle Store in prosperous manufacturing center of 125,000 population. Agency for two leading Motorcycles and several nameplate bicycles. A real opportunity for a live wire. Will stand most rigid investigation. Address Box 44, care of Motorcycle and Bicycle Illustrated. 920 Broadway, New York. tf

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PARTS for all makes of Motorcycles. State model or send old parts so there will be no mistakes. Alert Cycle Works, 147 Hudson Ave., Albany, N. Y. 9-21

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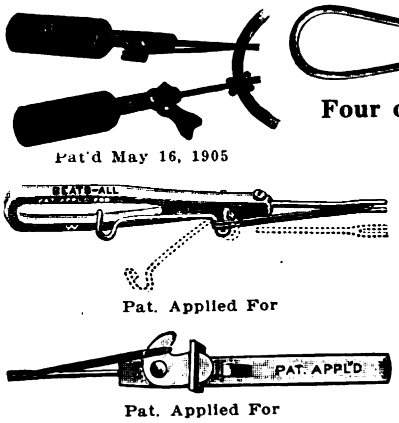

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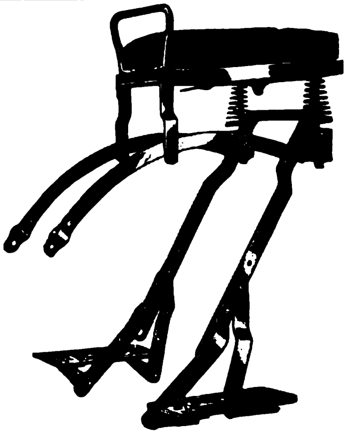

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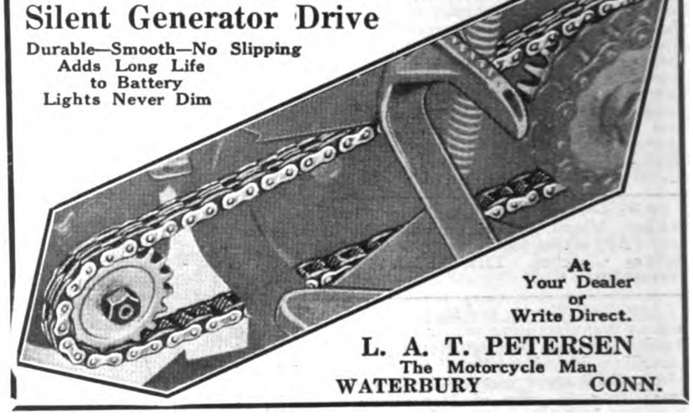

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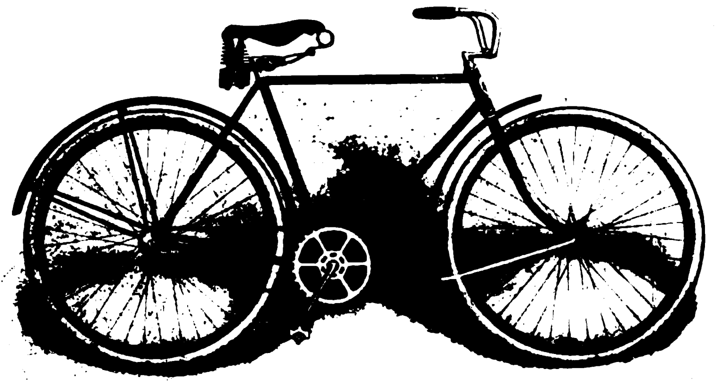

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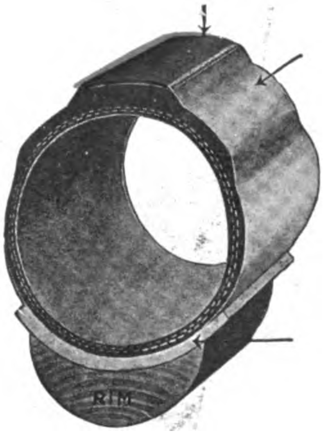


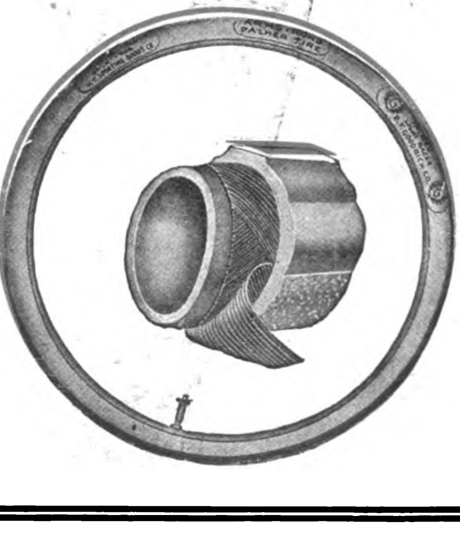
Wrapped Linen Cord Fabric
Improved Running Strip

INSIST
ON THE
RED **STRIP**

ANOTHER
VICTORY

National Senior Championship
Won by
CARL HAMBACHER
ATLANTIC CITY
Sept. 16th, 1922
His Bicycle Was Equipped with

PALMER
ARMSTRONG
RACING TIRES



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The Federal Tire is a perfect tire in every particular—distinguished in every detail by the highest quality.

Whatever is best in material, design and workmanship has been incorporated in Our "Big Six" Federal Line.

The price of the Federal Line is commensurate with the exceptional quality and extra service, making them unusually attractive to the user and at the same time profitable to the dealer.

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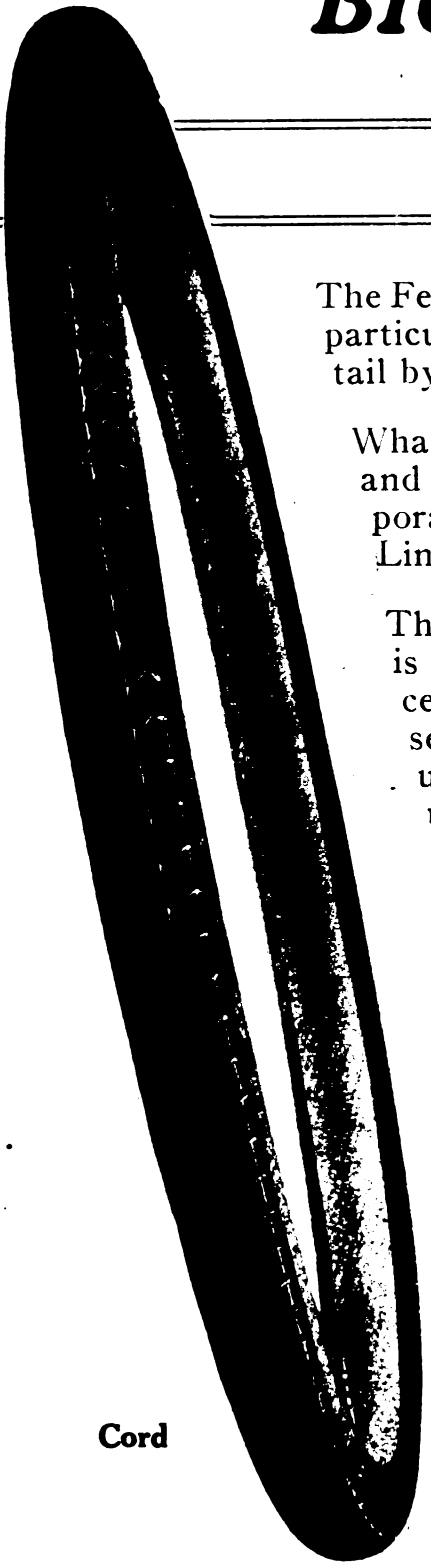

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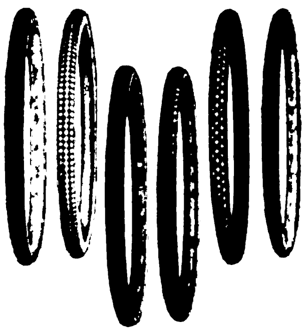
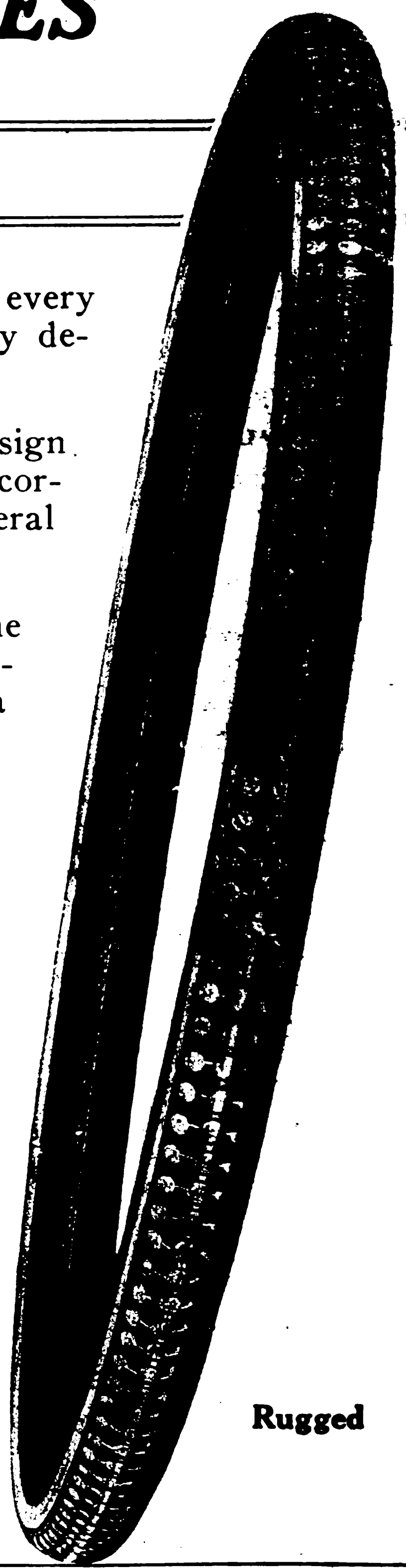


The "Big Six"
Federal Line



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National Championships 1922

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5 MILE SOLO	30:50	South Bend, Ind.	Sept. 3rd	INDIAN	GENE WALKER	5:08 1-5
5 MILE SOLO	61	Syracuse, N. Y.	Sept. 16th	INDIAN	GENE WALKER	3:56 1-5
5 MILE SIDE-CAR		Atlanta, Ga.	May 20th	INDIAN	FLOYD DREYER	4:35
10 MILE SOLO	30:50	Atlanta, Ga.	May 20th	INDIAN	HAMMOND SPRINGS	8:34 2-5
10 MILE SOLO	61	Milwaukee, Wis.	Aug. 6th	INDIAN	GENE WALKER	7:43 1-5
25 MILE SOLO	30:50	Milwaukee, Wis.	Aug. 6th	INDIAN	GENE WALKER	21:27 4-5
25 MILE SOLO	61	Syracuse, N. Y.	Sept. 16th	INDIAN	JOHNNY SEYMOUR	19:45 4-5
25 MILE SIDE-CAR		Milwaukee, Wis.	Aug. 6th	INDIAN	RALPH HEPBURN	23:35 3-8
300 MILE SOLO	61	Wichita, Kans.	July 4th	INDIAN	RALPH HEPBURN	4:19:29

National Hill Climb

Egypt. N.Y ~ Aug. 3, 1922

Event	Won by	RIDER
37 cu. In., Expert	INDIAN	STEELE
61 cu. In., Expert	INDIAN	STEELE
80 cu. in., Open	INDIAN	STEELE

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Motorcycle and Bicycle ILLUSTRATED

America's Greatest Cycling Magazine

Vol. 18 *September 28, 1922* *No. 39*

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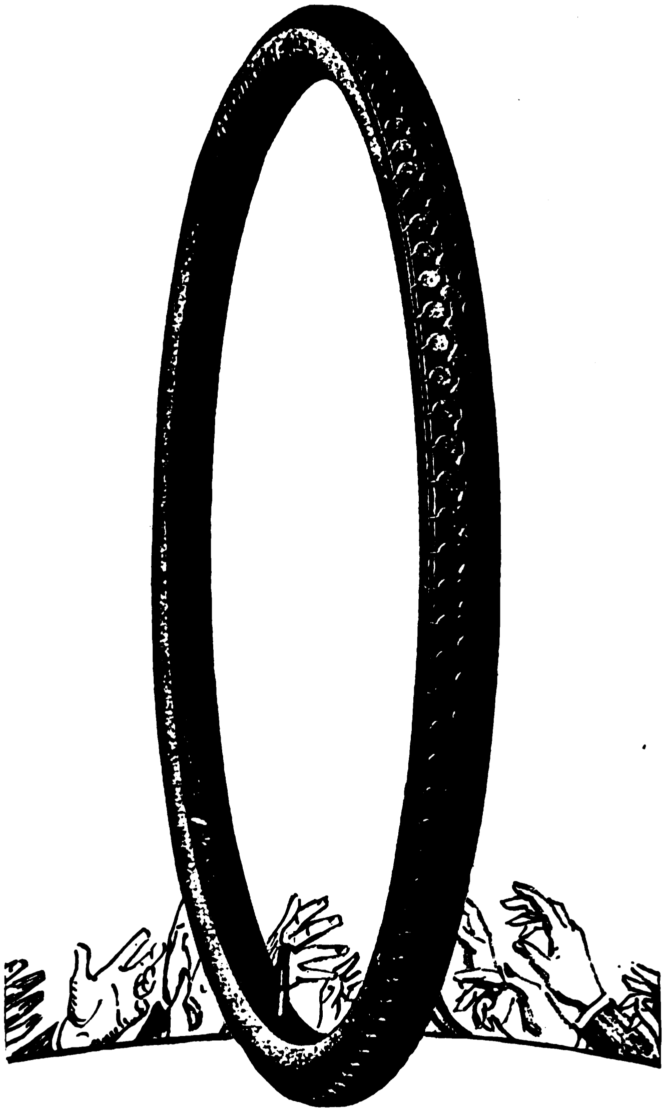

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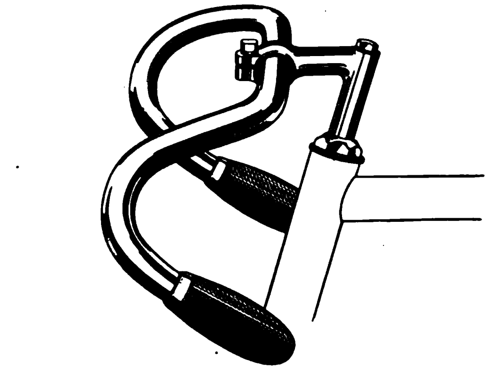

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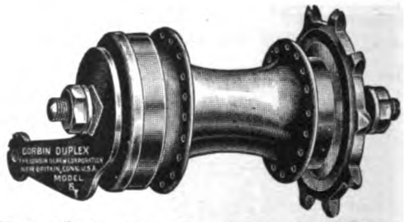

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Baker speeding through New Jersey on the last lap of his record breaking ride.

Baker Smashes Transcontinental Record

Clips 17 Hours, 24 Minutes Off of Bedell's Time. Wells Bennett is Close Behind in Effort to Beat Baker's Time

ERWIN G. "Cannonball" BAKER finished his latest transcontinental dash at Tottenville, Staten Island, N. Y., at 12:52 a. m., Thursday, Sept. 28, Eastern Standard time. He rode an Ace, solo.

He started from Los Angeles at 11 p. m., Pacific time, Wednesday, Sept. 20, and traveled the same route as was taken by Bedell, the previous record holder.

His actual riding time across the country was 6 days, 22 hours and 52 minutes. This is subtracting the three hours lost by difference of time between Pacific and Eastern time.

The previous record was 7 days, 16 hours and 16 minutes, made by Alan T. Bedell on a Henderson solo. He finished at New York, June 13, 1917, with a mileage of 3,296 miles.

Baker thus lowered the record over the same course by 17 hours and 24 minutes.

Baker rode an Ace four-cylinder motorcycle equipped with United States Traxion Tread tires, Schebler carburetor, Duckworth chains, Sims magneto, Robert Bosch plugs, Splitdorf generator, S. & M. lamps and spotlight, Troxel saddle.

He came through without mechanical trouble and only one puncture. Finished on the tires he started with.

He was checked in by W. A. Bardgett, Editor of MOTORCYCLE AND BICYCLE ILLUSTRATED, who acted as official timer. General Manager Plaas and Chief Engineer Henderson of the Ace factory were on hand to greet and congratulate the record breaker. There was also a delegation of riders from the metropolitan district on hand to cheer at the finish.

From Wheeling, W. Va., on for some distance Wednesday morning Baker had to ride slowly because of fog.

Wells Bennett, on a Henderson four, who started from Los Angeles 28 hours behind Baker, to make it a race across the continent, was reported to have left St. Louis at 1:30 Wednesday, riding 3 hours behind Baker's running time. With only three hours to make up between St. Louis and New York there was much speculation as we go to press on how the race would end. Bennett might make it up and he might drop still farther behind.

When Baker started from Los Angeles at 11 p. m., Sept. 20, he was prepared to do his "durndest" to break Bedell's record, which has stood for over five years. It was his third attempt this summer, the first two having been made with sidecar, one start from Los Angeles, which ended in a broken collar bone as the result of a spill; and one start from New York, which ended with a broken sidecar spring about two-thirds across.

This time Baker decided to stick to the solo. Maybe he had a hunch that he wouldn't have any time to be fooling with a sidecar. At any rate his decision to do so made possible a very interesting race across the continent. Baker didn't know it until he had been out nearly two days.

Wells Bennett, fresh from his losing fight with the California speed cops who spoiled his chances of setting a new Three Flag record by arresting him 100 miles from the finish line and refusing to allow him to go on, had decided that he could cross the country with his Henderson just as fast as Baker could do it with an Ace, but he kept his plans to himself. He figured that he would spring a new one by starting secretly a day or so behind Baker and race along behind him in an effort to make better time. Accordingly he left Los Angeles at 3 a. m. Friday morning, 28 hours behind Baker and all unknown to him, but it's mighty difficult to keep anything like that under cover. Before he had been twenty-four hours on the road Baker knew Bennett was chasing him and the race was on. It was a battle of four-cylinder machines.

At 9.40 Thursday night Baker was at Flagstaff, Arizona. He had some mud at Seligman. The next report from him was at Albuquerque, New Mexico, at 3 o'clock Saturday morning. He took a short rest and started on at 6.15. He arrived at Dodge City, Kans., at 10 a. m., Central time, Sunday morning, both machine and rider in fine shape and left at 11.30 a. m., Central time.

Around *the* World *in* Cycledom

H. Blackburn Harte

What Are the Motorcycle and Bicycle Riders, Manufacturers and Dealers, of the Wide World Doing and Saying? What Are Their Preferences and Prejudices, and What Does the General Public of Other Countries Think of Bicycles and Motorcycles? H. Blackburn Harte Has Been Commissioned to Find Out for the Readers of this magazine.

No. 2—France

PARIS, France.—Out of a total population of about 40,000,000 persons in France there are more than 6,000,000 riding on two wheels, according to statistics compiled by the government from tax returns on bicycles and motorcycles.

The bicycle has always been much used in France, but the motorcycle has attained real importance only since the war. It was the American army which introduced into France the big, reliable twin machines made by the leading American manufacturers, and demonstrated to the French, who had previously been prejudiced against motorcycles, that a motor-driven machine on two wheels was a practical, worth-while, and even comfortable vehicle. Since then the popularity of motorcycles has increased tremendously, and leading motorcycle dealers all agree that while the motorcycle industry has increased from practically nothing before the war to great proportions today, the field is still practically virgin, future possibilities considered. Dealer after dealer declared that, although business is now poor because of the frenzied state of international commerce, exchange and politics, potentially France presents the biggest opportunity for motorcycle exploitation of any country in Europe, or perhaps the entire world. This is because in comparison with any other European country the motorcycle is only beginning its invasion; and because the invasion is heartily welcomed by the French people.

As the Americans brought the motorcycle into favor in France, American machines will continue to be There are two fields—one for light pre-eminent in France. The only serious competition is from the domestic manufacturers of France. British machines are too expensive for the average French cyclist. German machines are kept out by prohibitive duties. The field is divided between American and French manufacturers. The French prefer light, single cylinder, two-stroke machines for solo work. The French manufacturers largely supply this market. For use with sidecars the French demand the heavy twin machines, and here American machines have no rivals. machines, chiefly filled by French manufacturers, and the other for heavy machines with sidecars, which goes almost exclusively to the American makes. The motorcycle and sidecar occupy the place that the flivver does in America—it is the family vehicle.

"The sale of American goods could be immensely stimulated if the terms imposed by American manufacturers were less harsh; if credits of several months were extended instead of demanding cash before or on delivery."

Mr. H. Blackburn Harte, who is now on a two-year trip around the world, as a traveling correspondent for the American Trade Press, and whose articles analyzing the cycle industry in the countries which he visits, will appear exclusively in Motorcycle and Bicycle Illustrated, is an experienced journalist and investigator. His contributions, of which this is the first, will be of great interest to everyone connected with the American bicycle and motorcycle industry. He is commissioned to tell us our faults as well as our good points as they appear in the minds of the people of the rest of the world.

Throughout the rural districts and even in Paris and other cities, one sees American twins, with father in the saddle, and mother and two or three children piled into the sidecar with bags and boxes, off for a Sunday excursion. On the road from Paris to Fontainebleau I saw a sidecar with the wife and three fairly well grown-up children, towing a few feet behind by a chain a trailer rigged up on four ordinary cycle wheels, in which was another family of man, wife and two children. Nine persons to one motorcycle—and the old twin was handling its load in a way to be admired.

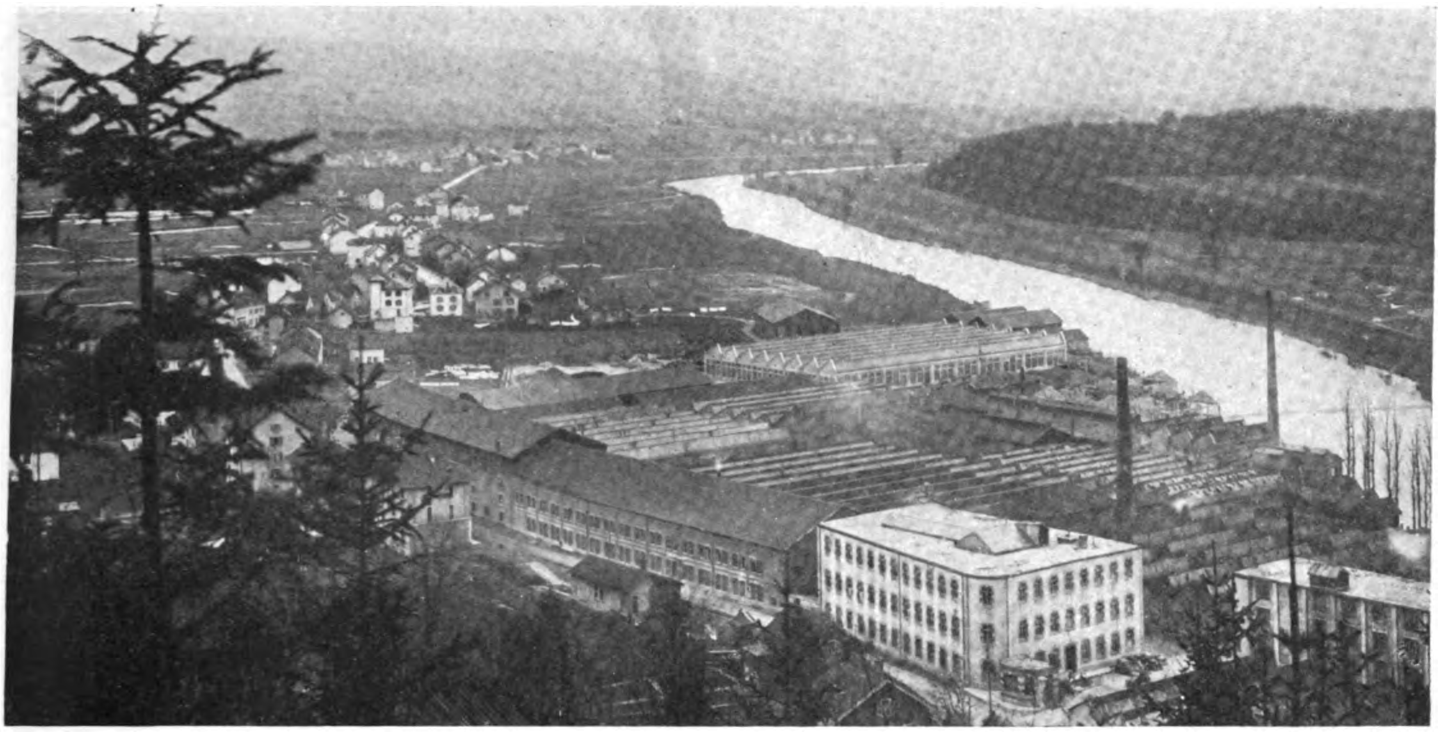
When I related this sight to Mr. R. L. Goode, of Goode & Denizet, general agent for the Harley-Davidson throughout France and the French colonies of Algeria, Tunis and Morocco, he was not particularly surprised.

"In the first place," he said, "the operation of an automobile in France, with the high price of petrol, is too expensive for the French family of the class corresponding to the Ford-owning family in the United States. So they seek a less expensive vehicle. The cyclecar has proved too delicate to stand the strain of hard usage and bad roads, resulting from war abuse, so the American sidecar has come to be the family vehicle of France. There are no manufacturers of big twins in France—the American makers have it to themselves.

"The French people are sensitive to ridicule. They don't enjoy Ford jokes as the American Ford owner enjoys the kidding he gets. The Frenchman is ashamed to take his wife, or his 'cherie' out in a car which his friends laugh at, but he will take a big twin motorcycle and sidecar, which together may cost him almost as much as the car, but he is content because it is the best instead of the cheapest thing in its class. No one can make fun of him with such an outfit.

"In spite of the popularity of American machines here, business is poor because of competition with the machines left by the American army.

"Scores of small French manufacturers are turning out parts for American machines. They are of inferior quality and often cause trouble to the buyer, but they have a tremendous sale. There is no protection from 'pirate' part makers."



The Peugeot bicycle factory at Beaulieu, France, said to be the largest bicycle factory in the world.

Between 16,000 and 18,000 army motorcycles were bought up by the French government, and have been selling at bargain prices. Of these machines between 7,000 and 8,000 were Harley-Davidsons. Practically all are now in use, but as agents for new machines we have been competing with these army machines and it was impossible to adjust prices on new machines to meet the low prices of army machines. The army Harley-Davidsons are about sold out, but there are several thousand machines of other standard American makes from the army stocks, selling for a song, with which we have to compete. There are about 10,000 machines of the U. S. army stocks on the roads of France. However, we see the brightest sort of prospects for future business when the army machines are sold out. The recent reduction in prices now makes it possible to sell the Harley-Davidson twin for 5,500 francs. Not long ago it was 8,500 francs."

From other sources I learned that the new Indian motorcycle has the same sort of competition — with Indians from army stocks selling at bargain prices. I was told there are about 4,000 army Indians in operation and about 3,000 still to be sold.

"The motorcycle business in France is just beginning," continued Mr. Goode. "We have nearly 40,000,000 people, of whom 6,000,000 ride bicycles, and only between 50,000 and 60,000 have motorcycles, a large proportion of them dating back to the days when the motorcycle was an inferior product. Many of these must soon be replaced by modern machines. The future prospects are indicated by the increased use in the few years since the war. Before the war the total number was about 30,000. There are now 60,000 American machines, including those from the army stocks, and new machines number about 12,000. Thus American makes constitute one-fifth of the machines on the road here today, which would be a large proportion, but I do not believe I am too sanguine when I say American motorcycles can be expected to dominate at least half of the field, the expansion of which appears almost unlimited.

"One difficulty is getting agents. Automobile and bicycle dealers in France have long been prejudiced against motorcycles, because of the poor reputation they had here before the war, and the lack of buyer demand. Now there is great demand from people who cannot afford automobiles, but it has come so suddenly that the dealers hardly realize the opportunity, and hesitate to take on a motorcycle. Exchange, more than 12 francs to the dollar, as against a normal 5, and the day to day fluctuations, work havoc. It is impossible to adjust prices to the fluctuating exchange and be sure that you won't lose. And the buyers also hesitate. Prospective customers look at a machine, show intense desire to possess it, but decide to wait and see if they won't save several hundred francs by a hoped for improvement in exchange. Prospective dealers hesitate, too, because of the exchange situation. France is fifteen years behind the rest of Europe in regard to the motorcycle. In other countries they are begging for the chance to handle American machines —here we have to beg men to take on the agency. After the next three or four years the motorcycle business may be expected to boom in France. The demand for motor-bicycles, light motors for ordinary bicycles, and detachable motor wheels is also increasing enormously.

> **"The French people are sensitive to ridicule. They don't enjoy Ford jokes as the American Ford owner enjoys the kidding he gets. The Frenchman is ashamed to take his wife or his 'cherie' out in a car which his friends laugh at, but he will take a big twin motorcycle and sidecar, which together may cost him almost as much as the cheap automobile and be content because it is the best instead of the cheapest thing in its class."**

"Another thing we have to contend with is the flourishing industry of 'pirate part making.' Scores of small French manufacturers are turning out parts for American machines, branding them as bona fide parts, and selling them cheap. They are inferior quality and often cause trouble to the buyer, but they have a tremendous sale. We have no protection from the pirate makers."

The general offices and plant of Goode & Denizet are at 32-34 rue Pierret, Neuilly-sur-Seine, a suburb just outside the walls of Paris. A large general service shop is maintained. The agency has been established three years. Sales in the city of Paris are handled by sub-agents.

Finishing Room in the Peugeot factory in France.

Mr. Goode, who is an American, has been in business in France for twenty years, and his firm has in addition to the Harley-Davidson agency, the agency for the Briggs-Stratton Motor Wheel and other products of the Briggs & Stratton Co.

Mr. Goode's view on the tremendous sales prospects presented in France are shared by F. C. Nestler, general agent for the Neracar in France, Belgium, Switzerland, Spain and Portugal, with offices at 30 rue de Tilsitt, Paris.

"Money is well distributed in France," said Mr. Nestler. "Practically every family has some small fortune, and a large proportion are willing to invest some of the fruits of their thrift in a vehicle. They cannot afford automobiles, but they can afford motorcycles. Prior to the war they did not realize that a motorcycle could be constructed so as to be both a comfortable and practicable all-around vehicle, but through the war impetus this realization is beginning to dawn. The motorcycle has the opportunity of becoming the universal vehicle for the middle-to-well-off people in France."

"Women in France are inclined to be afraid of the motor-propelled machines. The French woman is conservative about her sports, but we think the Neracar, because of its difference from the ordinary motorcycle, will make an appeal to them. There are scarcely more than one hundred women motorcycle riders in all of France."

Mr. Nestler also declared that American and French machines are the only ones which can be sold in France. The English makes are too expensive —machines like the A. G. S. and the Sunbeam cost around 11,000 francs—more than a small car.

Motorcycles are used chiefly for pleasure in France, according to Mr. Nestler—touring, family use, and so forth. The average French owner makes an average mileage of between 5,000 and 6,000, he estimates. The second largest group of French cyclists are chiefly interested from the pure sporting standpoint, racing, competitions and a class just beginning to appear, will probably grow to large dimensions shortly—those who use the motorcycle for business purposes. In Paris and other cities many firms are adopting motorcycles for light delivery service, replacing the pedal-driven tri-porteurs heretofore used. In the country districts it is not a rare sight to see a farmer bringing a load of 800 or 900 pounds to town with a motorcycle and sidecar.

> **"France presents the biggest opportunity for motorcycle exploitation of any country in Europe, or perhaps the entire world."**
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> **"As the Americans brought the motorcycle into favor in France, American machines are and will continue to be pre-eminent in France."**
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> **"The motorcycle and sidecar occupy the place that the 'flivver' does in America—it is the family vehicle."**
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Bad roads hinder the popularity of motor touring to some extent. During the war the roads in the northern and eastern parts of France were much damaged, and also in other parts of France because of heavy war trucking traffic. This is gradually being remedied, a special bureau of the national government having been created to direct the task. Financial stringency hampers the process to some extent, but there is a campaign on for road improvement, in which clubs, the press, and the general public are united.

Other points brought out in the interview with Mr. Nestler were that the sale of American goods—this applies to all other exports of America to France in addition to cycles—could be immensely stimulated if the terms imposed by American manufacturers were not so harsh; if credits of several months were extended instead of demanding cash before or on delivery. Manufacturers in other countries, doing export business, help their foreign agents in these ways, he said.

The Neracar sells for 3,750 francs in France. The new Harley-Davidson and Indian price is 5,500 francs. Of the British machines, the A. G. S. sells at 11,000; the Sunbeam at 10,000; the B. S. A. at 5,700; the Triumph at 7,500. The French make Peugeot sells for 3,650. This tells the story of why Americans need not fear British competition.

I got a French view of the popularity of American machines in an interview with Monsieur C. Lacome, editor-in-chief of "Moto-Revue," and an authority on motoring and cycling in France. M. Lacome said: "The American machines have outstripped British and others in France because

Touring in the Swiss Alps.

of their introduction here during the war, in which they gave such excellent service. This demonstration made a tremendous impression in France. When the United States army war stocks were sold at bargain prices there was a rush to buy them. Even as to new machines the American makes will retain their popularity because their prices are so much lower than British machines. The British makes are fine, but the French cannot pay for them. The American machines are certainty comparable to the English in quality, and are superior to machines other than English in strength. Another factor in favor of the American machines is the service stations, established by American manufacturers, where parts are always readily available. With an English machine it is necessary to write to England to have part sent."

The French have a practical monopoly of the domestic bicycle field. Most important of the bicycle manufacturers is Peugeot (Societé des Automobiles & Cycles Peugeot)—famous for its automobiles, cyclecars and motorcycles, as well as bicycles.

"The bicycle is for the French what the motor car is for the American people," said Monsieur Georges Bénard, export manager, whom I visited at the main office at Levallois-Perret, a suburb of Paris, where one of the company's twelve large factories is located. "Where you have one automobile to each nine inhabitants, we have one bicycle for each six inhabitants," he said.

The Peugeot bicycle works is said to be the largest in the world. At Beaulieu, in eastern France, is one factory devoted exclusively to the manufacture of bicycles and motorcycles.

"Since 1887 our bicycle production has been 180,000 per year," said M. Bénard. "We pride ourselves on the long usage records our bicycles have made. A bicycle may be expected to last ten years, but we conducted an investigation recently and discovered that 12,000 of our bicycles are still in service after more than twenty years of use."

In the cities of France bicycles are used by workmen going to work, thousands of them; by schoolboys and girls, by women — everyone. The bicycle traffic here is even more intense than in Belgium. A common sight in the country districts is farmers riding bicycles beside their horses and cattle when leading them. As the universal vehicle for gentlemen, women and children for getting about on either business or social affairs the bicycle still maintains its lead in the country districts of France.

"France has a population of 40,000,000 people, of whom 6,000,000 ride bicycles, and between 50,000 and 60,000 motorcycles."

"The French have a practical monopoly of the domestic bicycle field. The bicycle is to the French people what the motor car is to the Americans. Where you have one automobile to each nine inhabitants we have one bicycle for each six inhabitants."

"As the universal vehicle for gentlemen, women and children, for getting about either on business and social affairs, the bicycle still maintains its lead in the country districts of France."

"The French prefer light, single cylinder two-stroke machines for solo work. The French manufacturers largely supply this market. For use with sidecars the French demand heavy twin machines, and here the American machines have no rival."

CHICAGO POLICE MACHINES

MOTORCYCLE AND BICYCLE ILLUSTRATED—In your issue of September 14 you enumerate the police departments with the number of motorcycles in service. Under Chicago you have listed 60 machines. This is correct insofar as the downtown traffic force is concerned. However, each of the Chicago parks has its own police force and the men are under the jurisdiction of the state. I think all of these should come in the list and with them Chicago would have over 200 motorcycles, including those used by the Cook county constabulary. They will soon have 80 machines in service. If you can make a little correction it will be appreciated.—W. G. Paulson.

Golfing adds to a man's physical assets. It also increases his lie abilities.—Life.

A man has been found in Webers Falls, Oklahoma, who believes that the Volstead Act is a troupe of acrobats.—Life.

New Stunt *for* Endurance Run Prizes

Contestants in Reading Clover Leaf Run May Win a Suit or Overcoat or Pair of Shoes or a Necktie

By Armour Anderson

THE Reading Motorcycle Club will soon hold one of the most interesting motorcycle events that the club has ever promoted, and for the benefit of the motorcycle clubs and dealers who might be interested I will give an idea how to organize such a run.

The Reading Motorcycle Club awards a medal every year to the member making the highest number of points for the year in the club's endurance runs. As there are always quite a few who tie, the club always holds its "Clover Leaf" run as the last run of the year to break up the ties. This run accomplishes several things—first, as I stated, it breaks up the ties; second, it takes the riders over roads they have never traveled before. By this I mean that this run is never run over the state highways, but over the back roads. The motorcycle riders who never go on the back roads, but always stick to the state roads are missing many of the joys of motorcycling. Although the back roads are a little more dusty the scenery that you see and the absence of road hogs make it all the more pleasant.

We always held this run over different roads every year, and some of the riders howl that they do not know the road, and they have lived here all their lives. Take a trip some Sunday over some good back road at this time of the year as the autumn leaves are falling, and you will enjoy your machine much more than if you are out on the state road dodging all kinds of motorcycle haters.

Now this "Clover Leaf" run is true to its name. The riders leave the club in the morning on a leaf of about 30 miles, come back to Reading, and start on another of about the same distance, and on checking in the second time they get a lay-off of an hour for dinner. Then they take the big leaf in the afternoon of about 100 miles, making the run about 180 to 200 miles.

As the run can be so fixed that the riders are at no time more than about 30 to 40 miles from home at any time by running it around a circle the new riders will have a chance as well as the old-timers. You know 200 miles sounds big to a new-comer, but if you tell him that he is near home he will take a chance.

Now some of the members in the club get to thinking that as this run attracts lots of attention by the coming in and out of the city, why not get some of the merchants interested? They are always spending money for advertisements, and what better advertisement could they get than this. Take the clothing merchants, the hat merchants, and shirts, and collars, and neckties, and so on all things the average man is needing all the time. The club appointed a committee of men connected with the trade, and all salesmen to go out and talk the merchants into giving some prizes for this run. The first thing that the merchant asks is "what am I getting out of it?" This was a question expected when the club decided to go after the prizes, and so the club decided to give the run a different name than before, and they call it "The 12th Annual 'Clover Leaf Run,' and the First Advertising Run."

The merchant donating three prizes will be eligible to enter a team, and this team will have his banner, such as "Fred's Team," and so on.

The merchants were told this, and then handed a sheet with the awards as follows:

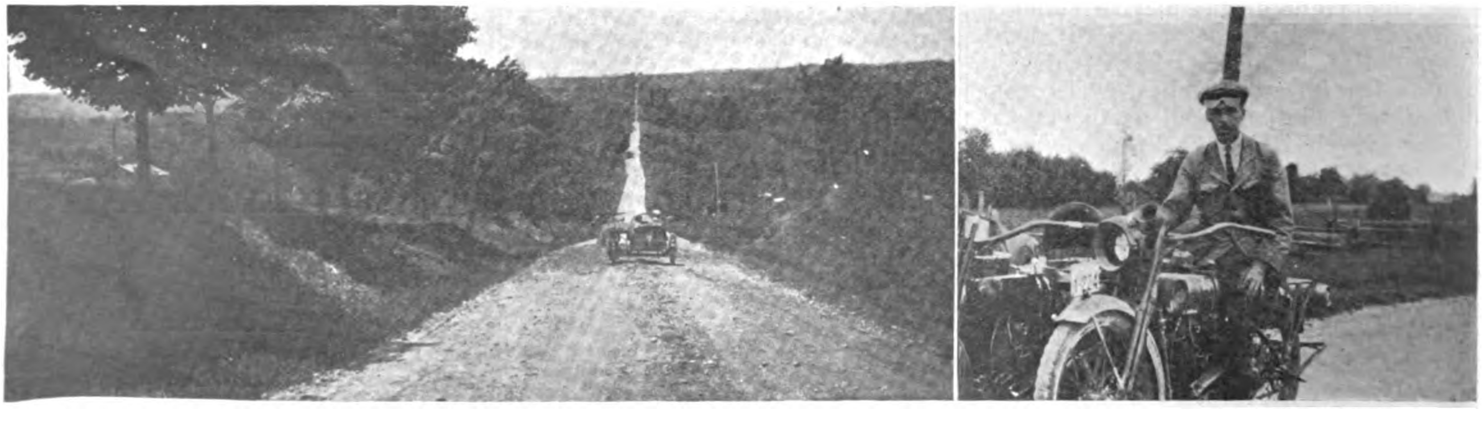
Highest solo score, expert.
Highest sidecar score, expert.
Highest solo score, novice.
Highest sidecar score, novice.

And so on with lightweight and middleweight scores the same. The merchants are asked to pick out the class that they want to award their prize in. Of course, they do not know the different classes, and the first thing that some of them want to know is which class would their prize be suitable for and which class is the hardest to get around, and so on, and there is where you need the good talker.

The first thing that the committee did was to go after the newspapers for help, and they all agreed to co-operate and even give the merchants who give prizes some free publicity, for they knew that they will get something out of it too.

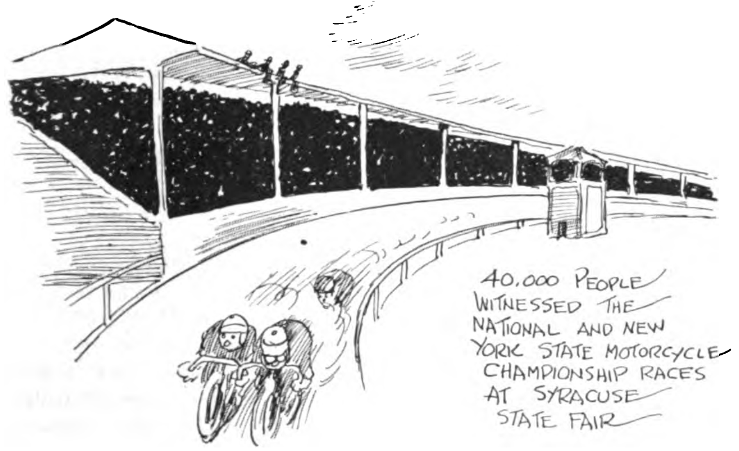
So far, so good, and, while we have just started, the committee is getting along fine, and the merchants are responding with a will. Something new. Imagine going in an endurance and winning your winter suit or overcoat. At the same time it will help the dealer, for if he is on the job he may be able to get some sales to the merchants for delivery service.

The committee also worked another good plan. The majority of the merchants own automobiles and belong to the A. A. A. The M. & A. T. A. is affiliated with the A. A. A., and this is another good point to bring out to the merchant who says that he will not help out the "dirty motorcycles," and he does not like them, etc. There must be some good in them or they would not be affiliated with such a strong body.

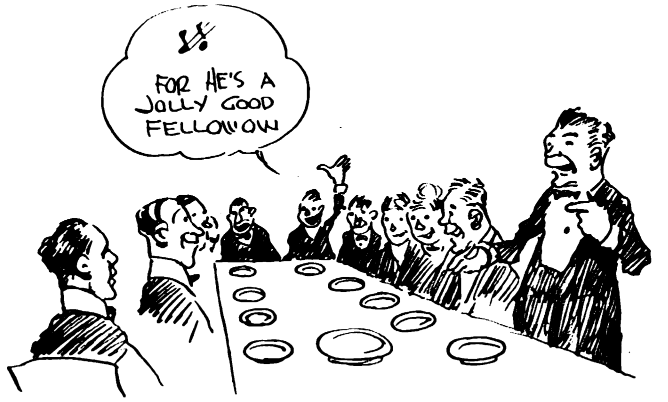


This Canadian road is over fifty miles of straight concrete. At the left is rural officer Balmer who patrols it on his motorcycle.

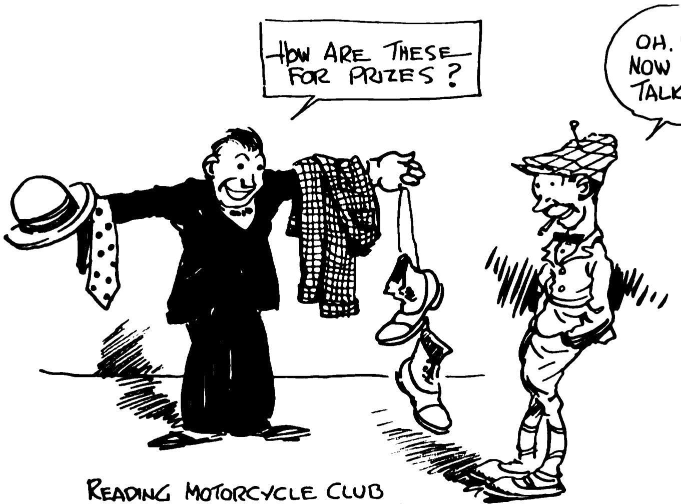
WEEKLY WHIRL of WHEELS



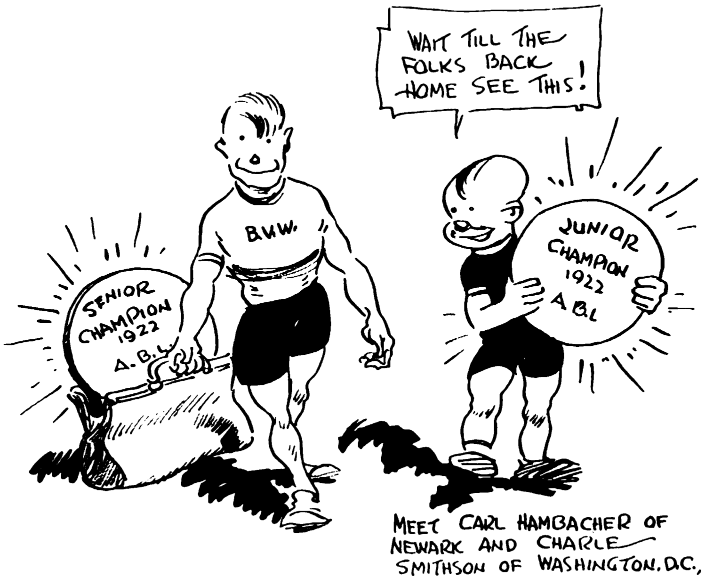
40,000 PEOPLE WITNESSED THE NATIONAL AND NEW YORK STATE MOTORCYCLE CHAMPIONSHIP RACES AT SYRACUSE STATE FAIR


FOR HE'S A JOLLY GOOD FELLOW-OW

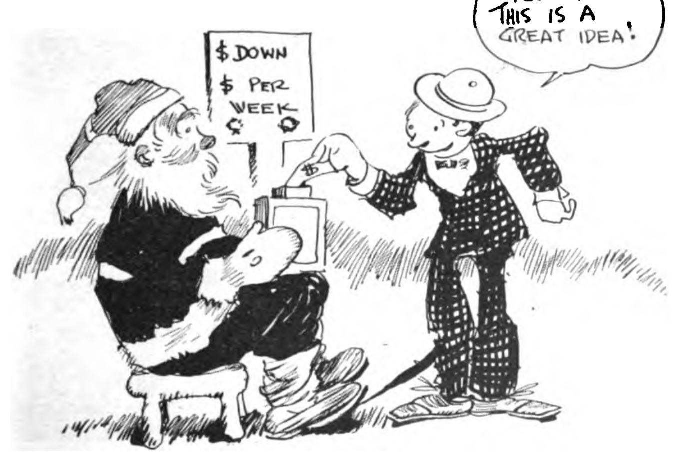
NEW JERSEY MOTORCYCLE CLUB TENDERS A FAREWELL PARTY TO LINCOLN HOLLAND WHO HAS CONTRACTED A BAD CASE OF CALIFORNIA FEVER


HOW ARE THESE FOR PRIZES?
OH, BOY, NOW YOU'RE TALKIN'

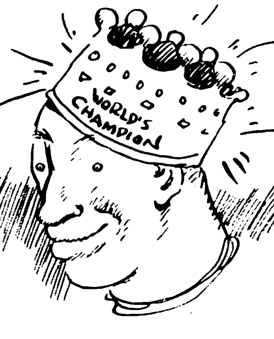
READING MOTORCYCLE CLUB SPRINGS A NEW ONE = INSTEAD OF TIRES, SPARK PLUGS, ETC., IT OFFERS WEARING APPAREL FOR PRIZES IN THE COMING CLOVER LEAF RUN


WAIT TILL THE FOLKS BACK HOME SEE THIS!
B.W.W.
SENIOR CHAMPION 1922 A.B.L.
JUNIOR CHAMPION 1922 A.B.L.

MEET CARL HAMBACHER OF NEWARK AND CHARLIE SMITHSON OF WASHINGTON, D.C., THE A.B.L. KINGS


$ DOWN
$ PER WEEK
I'LL SAY THIS IS A GREAT IDEA!

BICYCLE DEALERS HAVE STARTED CHRISTMAS CLUBS SO THAT PURCHASERS WILL HAVE THEIR BICYCLE BY XMAS.


WORLD'S CHAMPION

PETE MOESKOPS, THE HOLLANDER AGAIN WINS THE WORLD'S CHAMPIONSIP, TAKING THE BIG TITLE AT THE PARC DES PRINCES TRACK, PARIS

HOWARD FREEMAN

Dust Eating Contest *at* St. Louis

By E. C. Droll

AFTER a double postponement caused by rain on two successive Sundays, the race meet promoted by the St. Louis Motorcycle Club was finally held.

When the seven riders in the first ten-mile professional solo cannoned into the short grandstand straightaway of the almost perfectly circular mile dirt track at Maxwelton Park, three thousand motorcycle fans reared up on their hind legs, gasped, and settled down to watch the sport of the twentieth century speed kings.

A perfect start—Referee "Dutch" Tim Bahnsen, shook out the old pillow case, the stop watches clicked, and seven riders tore into the first turn and disappeared in a cloud of dust. Shorty Littlefield (the Mayor of Twelfth Street) grabbed the lead, and for nearly a lap he stayed there, then Knebel and Taylor raced by him and shook a pair of dusty rear wheels in his face. Tell us that Shorty can't eat dust. Say—for ten laps that boy hung on to those two speed merchants and took all they could kick up. Knebel took the lead. Louie Bachstein crashed through the fence in the third lap, mowing down much timber, wrecking his machine, but miraculously coming out without a scratch. Taylor and Littlefield fought for second place a while, but the checkered flag showed Knebel the winner in 8.15, with Taylor second and Shorty third.

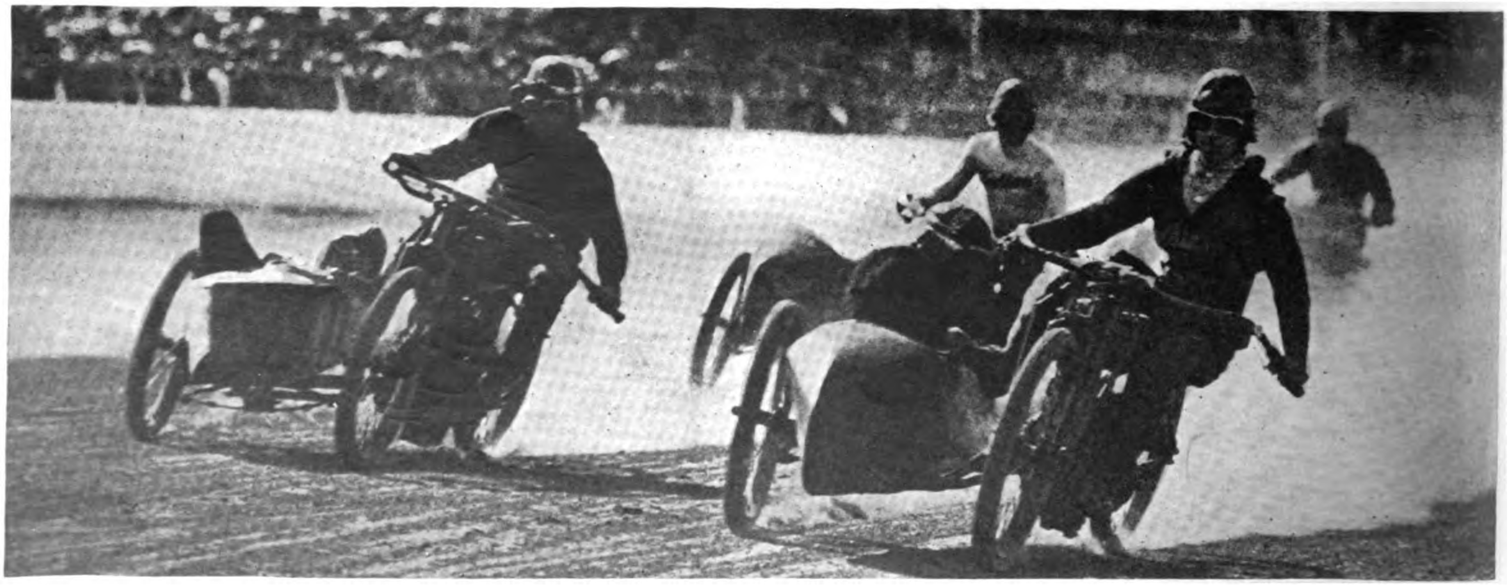
The five-mile amateur lined up with seven entries on stock machines, with lights, guards, and everything. They strung out into a procession right from the start. Nick Young took the lead, and Dynamite Sasseen tried everything he knew, but couldn't get within forty feet of him. Spencer made a strong bid for record place, but Joe Gumm was using the whole track and he couldn't get by. Nick Young won in 4.41.2, with Sasseen second and Spencer third.

The miss-and-out race, with five entries, was a real speed event. Eddie Knebel flashed into the lead and held it. We don't know why he has a mag. cut-out button on his handle bar, 'cause he never uses it. Shorty Littlefield chased him across the line, losing by a couple of seconds. Eddie's time for the four laps was 3.30.2. Let us say a word of praise here for O. M. Hite, the boy from Kokomo, Indiana. He is the gentleman who built Eddie's motor and made it fast. Though he has gone from our midst, we will long remember him and his line.

The much advertised mystery race, for club members, turned out to be a bicycle race. Five able bodied throttle twisters climbed upon five borrowed bikes and really pedaled them around the track for a whole mile. Dynamite Sasseen took the lead, and at the quarter-mile. his tongue was hanging out. "Milage" Hawthorne then (dashed) by him, and held the lead until Abie Marmelstein opened up. It seemed as though Abie's iron had a little more soup. He twisted his left grip off in his attempt to speed up, but a bicycle doesn't answer to that kind of stuff, so he stood up on his pedals and won by a nose from Dynamite, who had recovered his wind or something and finished second, with Hawthorne third. Abie's time for the mile was .40. Five weary motorcycle riders at the end of one lap raised their right hands and solemnly declared that as long as gasoline is for sale. and they build two-wheelers with engines, there'd be no bike riding for them.

The 25-mile profession solo—for the mid-west championship—was the large event of the day. Gus Taylor having failed to cop a first place in either the two-mile or the miss-and-out, left the redmen's camp, and mounted upon a green bus, decided that the race was his'n. But there's many a slip, etc., as later events will show. Chubby Fletcher, a former redskin rider, mounted upon Taylor's former love and decided that he would, or else. The field got off to a good start. Eddie Knebel took the lead, with Fletcher making him really ride to hold it. At this stage of the race several riders were afflicted with paralysis of the thumb, caused by heavy dust no doubt. At any rate their inability to release mag cut-out buttons strung them out considerable. Taylor broke a gas line in the first lap and joined the rail birds with much sorrow and gnashing of teeth. Joe Mader, the Belleville speed king, whose hard luck on a mile track is only exceeded by his hard luck on the half-mile circle, swung into third place and began eating up the space between himself and Fletcher.

He was creeping up on Knebel who had been cutting down speed on his jitman's signals. In the fifth lap Eddie got the go ahead sign, whereupon he folded back his ears, shook a



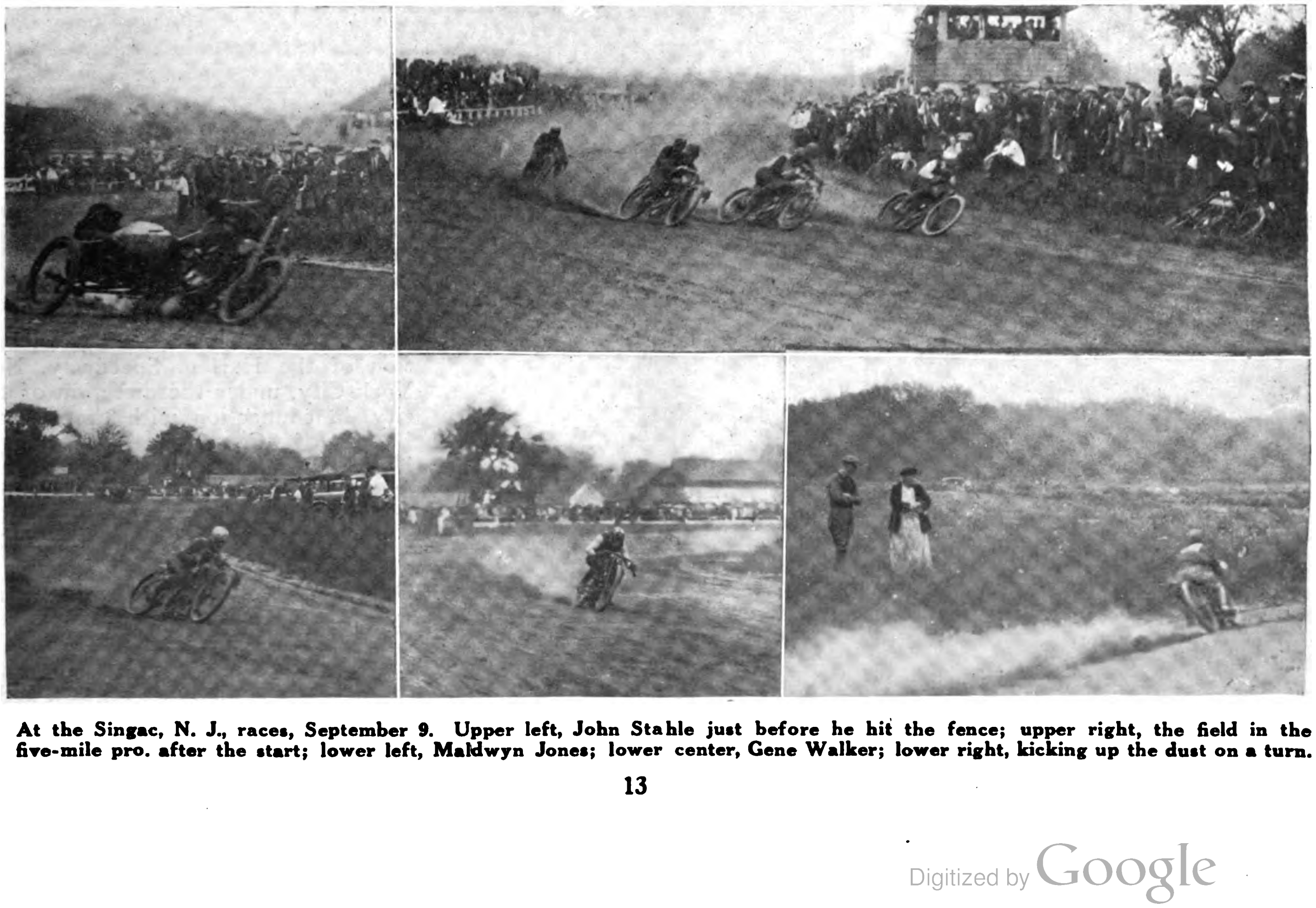
On the first turn in the 10-mile National sidecar championship at Syracuse, N. Y.

Edgar Buzzell, winner of the 10-mile National sidecar championship at Syracuse, N. Y., creeping up on the turn. He is at the right.

mean hind wheel in Joe's face, and promptly went away from there. At no time was he in danger of being headed until the 19th lap, when a broken valve spring slowed him down. Then Joe Mader took the lead with Fletcher on his tail, with Eddie gamely trying to hang on. But it was no use. He finished third, with Fletcher second and Joe Mader first. Time, 22.52.5. Just as Mader crossed the finish line his chain came off, but the jinx of hard luck that has been camping on his trail for two years, was just a little bit too slow with his unwelcome attentions. The race was won. Thus the championship of the Middle West passes from the custody of Gus Taylor, who won it last year, to Joe Mader, the present champ. It is rumored that much Wampum changed hands at the finish of this event. 'S a tuff woild. We'll say it is.

The ten-mile professional sidecar race brought out five entries. Charles Van Damme, piloting his own outfit, pushed it up in front and kept it there. Bill Hall and Egg Timmerman see sawed around second place for a while, then Hall clamped his outfit on Van's tail and ate much dust, leaving Pete Karanga and Timmerman to fight for third place. At the end of the eighth lap, right in front of the grandstand, Hall's sidecar axle sideswiped Referee Tim Bahnsen and broke his leg. After numerous and sundry loop tailspins, etc., Hall's outfit came to rest near the outside fence, a complete wreck. Neither Hall nor his passenger, Tom Noto, were injured. Bahnsen was removed to the hospital. In this lap one of Van Damme's magneto wires pulled out and Timmerman got a lead on him. Then Van started riding and beat Timmerman by about twenty feet.

William Gundelsheimer, 46th precinct, N. Y. Police.



At the Singac, N. J., races, September 9. Upper left, John Stahle just before he hit the fence; upper right, the field in the five-mile pro. after the start; lower left, Maldwyn Jones; lower center, Gene Walker; lower right, kicking up the dust on a turn.

Plenty Prizes for Ohio Endurance Run

THE two-day Northwestern Ohio Endurance run will start from Toledo at 10 p. m. Sunday, October 8, rain or shine. The route is Toledo, Fremont, Norwalk, Medina, Akron, Canton, Wooster, Loudonville, Mansfield, Upper Sandusky, Fostoria and Toledo. The speed schedule is 20 and 22½ miles per hour.

Wally Stuart, the popular Indian dealer, of Toledo, is supervising the arrangements for the run.

This run bids fair to be the biggest thing of the kind ever pulled off in Northern Ohio. There is already a large entry list, and many more aspirants for the attractive prizes are expected to sign up before the starter blows his whistle.

Besides gold medals for 1,000 point men there will be silver medals for those scoring between 950 and 999, and bronze medals for all others finishing within the time limit.

In addition, the following fine list of trophies has been donated by manufacturers:

Hendee Trophy—A 16-inch silver trophy and base for best consistent score to solo rider on heavyweight machine.

Harley-Davidson Trophy—A gold medal for best consistent score to sidecar contestant.

Schrader Trophy—A gold diamond studded tire gauge for best consistent score to solo rider on machine not over 40 cubic inches.

Edwards & Crist Trophy—A loving cup to be awarded to highest novice regardless in what class entered. A novice will be considered one who has never competed in an endurance run previous to this contest and must be entered as such.

Special Team Award—Two Corbin-Brown speedometers and one Wico battery will be awarded to the team of 3 contestants entered as such, riding one make machine, either all solo or all sidecar, finishing with the highest total score.

Besides the special trophies, accessory prizes, including speedometers, batteries, carburetors, tires, etc., will be awarded by choice, according to the scores made.

The entry fee is $3.50 solo and $5 sidecar, entitling the passenger to a bronze medal based on the driver's score.

CONSTANTINE TOURS TO OLD HOME

ART CONSTANTINE of the Engineering Department Harley - Davidson factory started east via motorcycle and sidecar with wife, camping outfit, and a book full of names of friends he meant to visit while on vacation, but when he arrived in Waterbury, Conn., the town in which he spent 14 years of his life, and helped make church service pleasant by his singing in the choir, all his plans so well designed had to be changed.

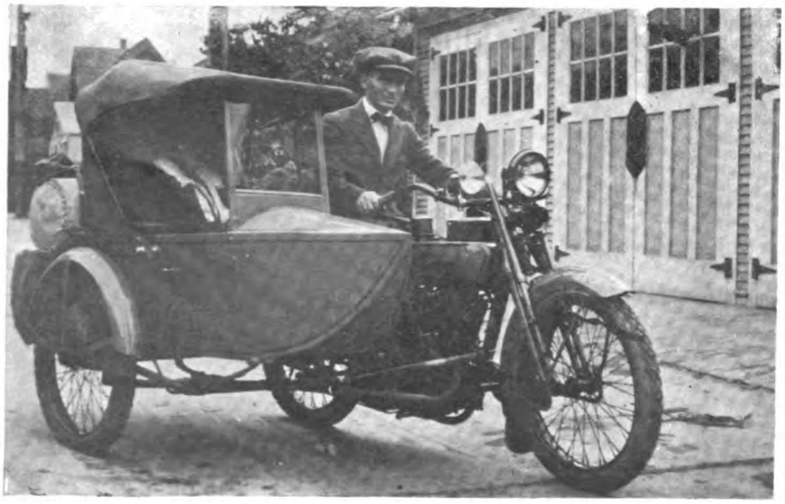
The Harley-Davidson dealer of Waterbury, is a personal friend of Art's and a few of the riders are old pals and in the years gone by were in the same choir, so all wanted to meet the Milwaukee engineer and Art, always willing to oblige, made plans to attend the club meeting of the B. C. M. C. September the 21st.

Art gave the boys an interesting talk on the whys and wherefores of their motorcycles, and also traveled over the years spent in the shops in Waterbury.

Coffee and cake were served by the ladies and much enjoyed by all.

Art is now traveling back to Milwaukee, starting last Tuesday. His outfit complete with himself and wife, weighed 1,280 lbs., and all the way East his only trouble was two punctures.

The New Speedway



Art Constantine and Mrs. Constantine starting from the Milwaukee factory for their motorcycle vacation tour.

TO OPEN NEW SPEEDWAY

ON Thursday, October 12, will be held a formal opening celebration of the Harlem Speedway, New York City, under the direction of the city, in connection with the Harlem Board of Commerce, Washington Heights Chamber of Commerce and other civic associations in upper Manhattan. There will be an auto parade, in which it is expected fully 3,000 decorated automobiles will participate. On the day of the celebration there will also be a water pageant on the Harlem River, which will include a parade of police and fire boats and naval vessels, and also a regatta under the direction of the various boat clubs which have headquarters in this vicinity.

M. and A. T. A. Directors Favor Annual Rally

THE National Motorcycle Rally at Rochester, N. Y., this summer, was such a great success that the prospect is exceedingly bright for making it an annual event.

The board of directors of the M. and A. T. A. at their meeting in Buffalo last week, received the final report of the committees in charge of the rally, submitted by Secretary A. B. Coffman, and the directors expressed themselves so well satisfied with the results of the rally that it is almost certain that the gathering will be repeated in 1923.

As one director expressed it: "The pleasure enjoyed by the riders who attended the rally was only the beginning of the good effects of the week's outing. They went away, each a missionary of motorcycle enthusiam. When it comes time to hold the 1923 rally the 1922 crowd will be just so many boosters. The result will be a much larger attendance next year."

The hard work of the local and general committees who put over the rally was commended by the directors, and a committee consisting of W. H. Parsons and T. J. Sullivan was appointed to draft suitable resolutions. They submitted the following resolutions, which were unanimously adopted:

"Whereas—The Board of Directors of the Motorcycle and Allied Trades Association, in regular session received the final report of the National Motorcycle Rally, held at Rochester, N. Y., July 31 to August 3, 1922, inclusive, and

"Whereas—Said report indicated that the rally was completely successful beyond the utmost anticipations of the directors and

"Whereas—The Board of Directors of the M. and A. T. A. appreciate that the grand success of the rally was due principally to the constant and self-sacrificing work of the members of the local rally committee, consisting of A. C. Rice, chairman; Art Rochow, G. R. Miner, F. B. Towner, Roland Ash, F. L. Hunt and O. D. Stewart, and of the general committee, consisting of A. B. Coffman, chairman; T. A. Miller, J. B. McNaughton, F. W. Schwinn, D. H. Wetzel, G. E. Atkins, E. J. Mueller and M. M. Sladkin; now, therefore, be it

"Resolved—That the Board of Directors of the M. and A. T. A. hereby tender the aforesaid committees and the members thereof, a vote of thanks for their services so freely rendered, and be it further

"Resolved—That the Board of Directors of the M. and A. T. A. hereby express as their unanimous opinion that the National Motorcycle Rally was such an outstanding success as to justify the wish that this gathering may become an annual event, and be it further

"Resolved — That these resolutions be spread on the records of the Board of Directors of the M. and A. T. A., and that a copy be furnished the trade journals for publication, and that the secretary be instructed to send a copy to each of the members of the aforesaid committees."

Secretary Coffman reported that the insurance plan was gaining ground steadily and plans were discussed for increasing its adoption by dealers during the coming year. More definite action will be taken at the December meeting of the board.

The advisability of starting action looking towards getting a remission of the 5 per cent. war tax now imposed on motorcycles, was discussed and a letter from the National Automobile Chamber of Commerce was read by the secretary, in which the opinion was expressed that it would be useless to make any serious effort before the new Congress comes into office next March 4. The big treasury deficit, and disinclination of the Senate Finance Committee to take any action that will reduce revenue for the balance of the year were given as reasons for the opinion that there is no chance for a reduction of the tax at present. It was, therefore, decided to lay the matter on the table until chances seemed better for favorable results.

Because the constitution of the M. and A. T. A. requires it and also because of the fact that a large percentage of the manufacturing members of the M. and A. T. A. are also interested in the automobile accessory field, it was decided to hold the annual meeting in New York, for the election of directors and officers, the second Wednesday in January, which comes at the time of the annual automobile show, which will bring many of the members to New York at that time.

The board adjourned to meet again at the Hotel Lafayette, Buffalo, at 10 o'clock Friday morning, December 1.

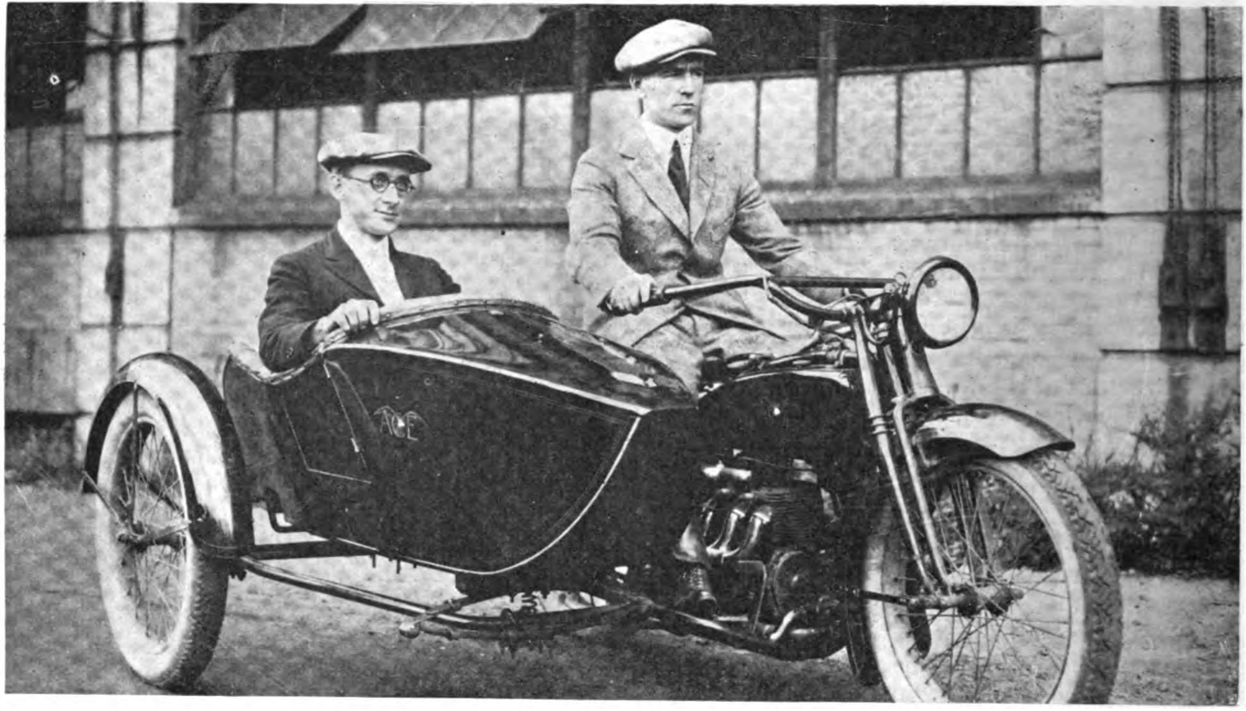
Cycles Are Safest Vehicles

THAT the danger of riding a bicycle or a motorcycle is greatly exaggerated in the public mind is evidenced by the following statement made by President Louis F. Butler of the Travelers' Insurance Company, in an interview published in the October American Magazine. He says:

"The number of accidents in the home is only slightly smaller than the number of automobile accidents. Those sustained in sports and recreation come next in number; and then (a very small percentage) come the accidents sustained in travel. Still smaller is the percentage of accidents due to the horse and vehicle; and the accidents due to bicycles and motorcycles are still fewer than these."

Note that the bicycle and motorcycle come at the bottom of the list of accidents. Even the old-fashioned horse and buggy is more dangerous than either the bicycle or motorcycle, according to the records of the insurance company, and you can be sure the insurance company has made accurate investigation. It costs them money not to know the exact percentage of risk they are taking.

Cut this out and paste it in your show window.



W. G. Henderson takes H. H. Young for a ride in the new Observer sidecar.

The "Observer," Ace's Companion

OH Mister, look what's coming! A million dollars on three wheels as sure as shootin'!"

For the new Ace sidecar looks the part. Long stream-lined and racy, with a deep airplane cowl that gives unusual protection to the passenger, it carries an air of distinction and "class" as well as bearing noteworthy features of service. Named appropriately to team up with an Ace, the new sidecar is called the "Observer."

The new outfit is a special design manufactured exclusively for the Ace Motor Corporation, and has been subjected to a series of severe road tests covering several months.

The body is all steel, of one-piece electric-welded construction, with powerful internal reinforcements. Its lines are new and pleasing, giving an impression of unusual length and roominess. The cowl comes up high, covering the knees of the passenger and affording efficient shelter from wind and weather. A pleasing effect of this construction is the sensation it gives the passenger of being really *inside* the car rather than perched up on top of it. The upholstering is deep and yielding, with nine long coil springs built into each cushion of back and seat to absorb road vibrations. The cushions are stuffed with a special moss fiber which does not pack or ball up, so as to retain its resiliency and springiness after long hard service.

A distinctive note is imparted to the car's appearance by the use of a rich blue Spanish leather for the upholstering. The upholstering is carried in a roll extending entirely around the cowl, forming a comfortable rest for the hands and enhancing the appearance of the machine. The body is enamelled the standard Ace blue, with fine gold stripe, an unusually high lustre being imparted to the sweeping surfaces of the long cowl.

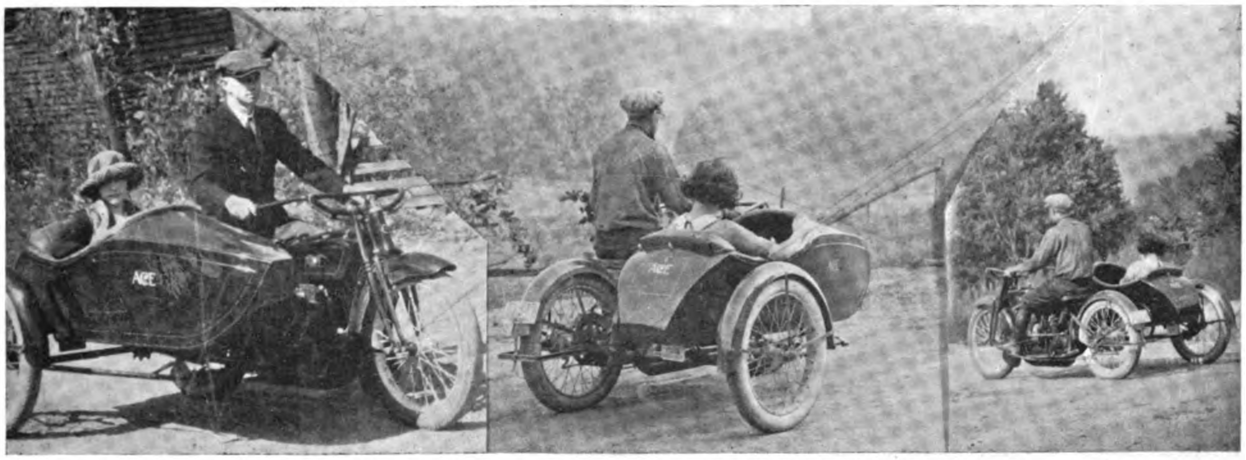
A generous compartment is provided for luggage, in the rear of the car, this space being readily accessible by a door in the back. A side door allows the passenger to enter or leave the car conveniently. An adjustable foot rail may be set to accommodate the reach of a tall or short passenger. The floor of the car is, of course, covered by a durable composition mat.

The chassis combines great strength with pleasing lightness by its simplicity of design and use of high-duty metals. The entire sidecar frame is made of a fine grade of steel which is first carefully heat-treated to remove all internal stresses in the metal, then is accurately tempered, thus giving high resiliency and stamina. In some of the tests which were conducted, these chassis were subjected to collisions so severe that the steel bars were bent and twisted, but even such abnormal strains failed to cause a single breakage.

A pleasing quality of the new car is its lightness in conjunction with such rugged strength. Though it withstands great hardships, the new car weighs many pounds less than any which has previously been supplied for the Ace, and the difference in quick acceleration, ease of steering and smoothness of handling, is distinctly noticeable as soon as the new car is attached in place of an older model.

The spring suspension is of the well-tried three-point type, with two large C-springs supporting the rear of the body and a large transverse full-elliptic spring under the front of the car. This combination produces a smooth gliding action over rough roads, free from jolting or bouncing. The springs are large and powerful to provide ample capacity for absorbing the heaviest shocks as well as the little vibrations.

To cushion the motorcycle from road shocks that might be transmitted from the sidecar wheel, a large laminated spring is used as the brace to support the machine, its strength being just right to allow sufficient resiliency for this purpose without permitting undesirable range of motion. The effect of this cushioned



Three views of the new Observer sidecar

brace is particularly appreciated when driving over cobblestones or other rough surfaces, as it eliminates the cross vibrations and side jolts that ordinarily occur under such conditions.

The new Ace sidecar is quick and easy to attach or detach from the motorcycle. After the fittings are bolted in the lugs provided on the motorcycle frame, the sidecar is attached by simply lifting it to position and slipping three special steel pins into place—no adjustments need be made and no annoyance experienced working the car into position to be hooked up. To remove the car, simply slip out the three pins and draw the outfit to one side—a job of only a minute. Road clearance is more than 11½ inches of space below the rear chassis member.

The new Ace sidecars are being built at the Flexible factory in Loudonville, Ohio. Shipments are being made to dealers for demonstrating purposes now, and production will be going at full blast so as to permit quantity deliveries within a short time.

Details as to price, dealer's discount, etc., will be furnished upon application to the Ace factory.

Don't Be a Hibernator

There is Plenty of Winter Business for the Live Bicycle Dealer Who Goes After It

By Ray E. Garner

ON a recent trip through South Dakota, I had occasion to talk to a bicycle dealer in a small town of about 7,000 people. He had two new bicycles and two second hand bicycles in stock and when I tried to get him to at least carry a full line of models he said, "It will do me no good to buy bicycles now, as the bicycle season is all over and they will not buy any more bicycles until spring.". I asked him if he felt right down in his heart that there was no bicycle business for him and he said that he was convinced that he was right. I immediately told him that the best thing for him to do was to get a big padlock and put it on his door and hang out a sign "Gone out of business for the winter."

I wonder how many bicycle dealers feel the same way about their winter business. Have they forgotten Xmas. Have they forgotten that October is one of the most wonderful months in the year for bicycling. As soon as you feel that business is dead, it is, as far as you are concerned, and you might as well quit. If you feel that business can still be gotten by going after it and you do go after it you can't help but get it.

To my way of thinking the small town bicycle dealer has an unlimited field. He should not confine himself to his own little town. There is hardly a county that does not have several cross road postoffices and trading places. What is there to stop him from going to these other towns and doing a little bit of real hustling and get some of the business that is there. There is not a small boy in the country that does not want a bicycle. It is not necessary to sell him. You must sell his parents, so why waste time with the boy. Go right to his parents and sell on the idea that the bicycle is just what Willie needs to take him to school, to run errands for his mother, and also get the most out of life at the smallest possible expense. Every farmer boy is a logical prospect for a bicycle. They need them badly. It is ten chances to one that they are just waiting for some one to come out and sell them. Are you going to be the one.

Regardless of the size of the town that you are in don't forget that no matter how cold it is you can still sell bicycles for Xmas presents. What does a small boy or girl appreciate more than to get up Xmas morning and find that Santa Claus has left them a nice new bicycle. Cash in on this Xmas business.

One other reason why some of the bicycle dealers do not sell more bicycles is that they keep their stores so dirty that a lady will hesitate to go into the store to see about buying her boy or girl a bicycle but will go down to the hardware store or the department store and buy a bicycle there and take what she can get. Have your wife come into your bicycle store once in a while. She will tell you whether your store is well kept or not. Try it and see.

Last, but not least, the small dealer will find that his business will be a lot better if he will keep a full line of models on hand at all times. It does not look well to have a customer come in and have to tell him that you don't carry that bicycle but you will order it for him. He will go somewhere else and get what he wants.

Passengers on ships bound for the U. S. have adopted the slogan: "Eat, drink and be merry, for tomorrow we may dock."—Life.

What Motorcycle Clubs *and* Riders Are Doing

RACES AT ROCHESTER

Rochester, N. Y.—Motorcycle racing is going to be revived in Rochester, N. Y., by the Rochester Motorcycle Club. On Sunday, October 1, at the Dewey avenue track, the first races will be the first seen since the days of old Crittenden Park, which was famous throughout the country in its palmy days, some 10 or 15 years ago, when horse-racing was in its prime. Last spring a group of sportsmen erected a half-mile track more suitable for horse-racing, and it is this track that has been leased by the motorcycle club. There will be five motorcycle races, three-mile-solo, three-mile-sidecar, five-mile-solo, five-mile-sidecar, and 10-mile solo. There will be two time trials for solo and sidecar riders. The championship for Western New York will be awarded by the club. Riders have been entered from Rochester, Buffalo, Jamestown, Lockport and other points in Western New York.

Left to right—Benny Ragatelli, Al Bernasconi, Bill Brazenor, Reggie Pink with his back turned; Orrie Steele and Al Sterne, at Queensboro Climb

"FAREWELL" PARTY FOR HOLLAND

Newark, N. J.—Sixty riders and friends of Lincoln Holland, Jr., attended the "farewell" reception tendered "Link" at the New Jersey Club last Tuesday. After the regular meeting "Doc" Mackay, also a former president of the club, presented "Link" with a set of gold cuff links. Peter Cunningham, Henry Sieb and Bert Coryell were some of the veteran riders and members of the club who were present. Refreshments were served and the neighbors were kept awake for quite a while after midnight.

O. C. M. C. ENDURANCE RESULTS

Santa Ana, Cal.—The 2nd annual two-day endurance run of the Orange County, Cal. M. C. took place Sept. 3-4. Fifteen out of the eighteen starters finished with perfect scores, only three falling by the wayside. R. G. Peck, Indian Scout, won the expert solo event. D. Dorsten, Scout and sidecar won the expert sidecar prize. Novice solo was a tie between E. Skaggs, Harley-Davidson and A. Wirth, Indian. Novice sidecar was won by P. Wilson, Tarley-Davidson, and second place went to E. J. Cornwall, Indian. The fun began in Carbon Canyon. After boulevard riding for several months it sure was some sensation to feel that rear wheel sliding around in the soft stuff. Just before Banning was reached, the road commissioners had placed a detour through the groves and just outside of Banning and for fourteen miles there is some of the roughest road ever, and a desert detour is thrown in for good measure. At Indio they were advised to turn back by autoists, on account of the near flood that soaked the valley. When the pavement ended, as far as the eye could see was mud, and beyond that was more mud all the way to Brawley. From there on to Calexico, the night stop, it was pickin's and soon the motors were in the control locked locked for the night. The ride from Calexico to Jacumba proved uneventful. Noon control at San Diego, and with food on board away we went towards Escondido. Escondido to Capistrano wasn't so bad, only a secret check knocked off a few more minutes here and there on the consistency scores. Heavy traffic made the going between Oceanside and Capistrano somewhat of a problem but we all got there anyway. Capistrano to Santa Ana was O. K., with another secret check just outside of Capistrano to help along. Santa Ana was reached safely by all but Balkins who dropped to a ten minute count checking in that much late.

THAT Q. M. C. HILLCLIMB

Corona, L. I.—That second, super-hill climb, goat getter, motor staller, chain breaker, etc., was run by the Queensboro Motorcycle Club at Cold Spring Harbor, L. I., with a truly roaring success. Thrills? Oh my yes! Only four riders scaled the hill. All were professionals, one in the 61 inch event and three in the 80 inch. The talent? Oh, Yes! "Frinstince" "Regg" Pink, Reading Standard hill climb star, our National Champ Orrie Steele of the Redskins, "Smiles" Smith, Excelsior champ from the Crotona M. C., Joe Stern on an Indian Scout (No. 5 of the sextette by the sweater) not forgetting Bill Brazenor and others. The 37 inch event started the day. Talk about your soup (not the Campbells kind) you missed something if you did not see those Scouts of Orrie and Freddie Yeo. In this event Orrie got first with 277 feet and Freddy Yeo second with 266 feet. Bill Brazenor getting thir place with 226 feet. In the 61 inch Amateur George Edwards on a Harley-Davidson just squeeed into first place, two feet in front of "Hymey" Leavitts' mark of 250 feet. Willie McKee copped third place with 245 feet.

Only two riders succeeded in getting over the hill in the 61 inch professional, they being Bill Brazenor and "Schiltz" Orth. "Schiltz" was penalized for using too much feet. Steele did not enter this event as someone had smashed his pet motor previous to the climb. Freddy Yeo and his soupy scout took third place. John Algier, Brooklyn Harley dealer was second. Brazenor's time was 15 seconds. Then came the big "uns" in the shape of 80 inch motors. Orrie opened his "popper" and started up and shot away from the starting line and over the top to the time of 10.94 seconds, the fastest time of the hill. He might just as well have thrown his front wheel away in the trial, for all the good it was, for from the time he "handed it the horsepower" till he finally went over, he was almost vertical, riding on his rear wheel. "Regg" Pink's Reading Standard threatened to loop the loop numerous times, but by some skillful handling he managed to "hold her nozzle agin the bank," coming over a split half second behind out national champ. Pinkie's time was 11.41 seconds. Al Bernosconi, another of the Crotona champs, turned over twice, but by some dexterious handling and side stepping he got away from this mechanical piece of dynamite. His second trial was a repeater of this act. Bill Brazenor did the loop act also in both trials. "Smiles" Smith, on the second attempt, made one of the prettiest rides of the day, netting him third money. The results follow:

37 Inch Class

	Feet
1. Orrie Steel, Indian Scout	277
2. Freddy Yeo, Indian Scout	266
3. W. Brazenor, Indian Scout	226

61 Inch Amateur

1. George Edwards, H.-D.	252
2. Hyman Leavitt, H.-D.	250
3. Willie McKee	245

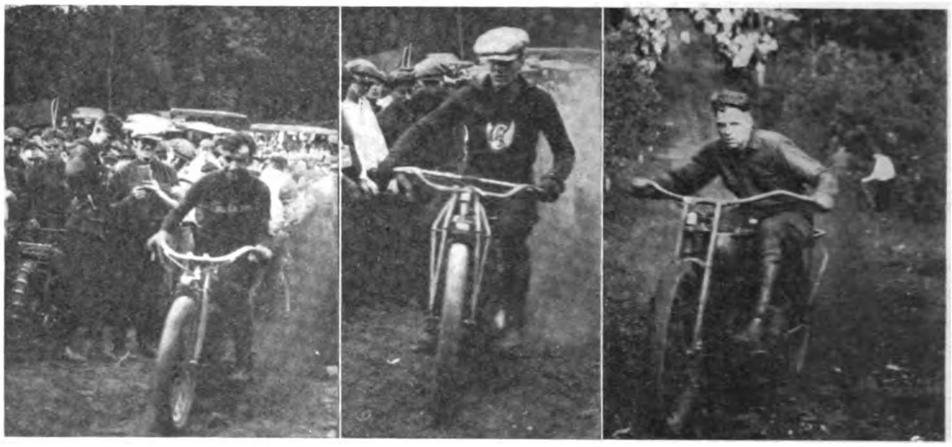
61 Inch Open Professional

1. William Brazenor, Indian	15.37
2. John Algier, H.-D.	268
3. Freddy Yeo, Indian Scout	275

Fred Orth disqualified on a H. D. for using feet.

80 Inch Open Professional

1. Orrie Steele, Indian	10.94
2. Reginald Pink, R.-S.	11.41
3. George Smith, Excelsior	12.14



Left—"Schlitz" Orth, Arthur Valentine, Orrie Steele; Center—Smiles Smith, at Queensboro Climb; Right—George Edwards, winner of the amateur event in Queensboro Hill Climb

SANCTIONS ISSUED

RACE MEETS

Oct. 14—Ray A. Garrity, Lockport, N. Y. Sanction No. 762.

Oct. 1—Rochester Motorcycle Club, Rochester, N. Y. Sanction No. 764.

HILL CLIMB

Oct. 8—Grand Rapids Motorcycle Club, Grand Rapids, Mich. Sanction No. 765.

ENDURANCE RUNS

Oct. 7-8—Maryland Motorcycle Club, Baltimore, Md. Baltimore to Pittsburgh, Pa., and return. Sanction No. 742.

Oct. 1—New Jersey Motorcycle Club, Newark, N. J. No route given. Sanction No. 746.

Oct. 7 and 8—Wallace Stuart, Toledo, Ohio. (Route: Toledo to Akron, Canton, Loudonville and return to Toledo.) Sanction No. 754.

Oct. 15.—Reading Motorcycle Club, Reading, Pa. Sanction No. 761.

DOVER HILL CLIMB

Dover, N. J.—If a suitable hill can be found the Dover Motorcycle Club will stage a hill climb some time in October.

JERSEY JAUNT

Newark, N. J.—The seventh annual Jersey jaunt of the New Jersey Motorcycle Club will be held Oct. 1. The riders will leave from Lincoln Park at 7 a. m. Atlantic City is the destination. The route is by way of Matawan, Freehold, Lakewood, Toms River and Barnegat.

WILMINGTON GOES VISITING

Wilmington, Del.—Next Sunday the local riders will run to Lancaster, to return the visit of the club from Lancaster, which was here about two months ago. Wil-Del expects to receive visits from York, Harrisburg, Baltimore and other clubs later this season or next season.

CROTONA RUN DECIDED

New York.—Chairman A. B. Coffman of the M. and A. T. A. Competition Committee announces that the decision of the referee in the Crotona M. C. 24-hour run which was protested, has been sustained by the M. and A. T. competition committee. The club will announce through the trade papers and also by mail the date at which contestants will be awarded their prizes, which have been held up pending the decision of the Chairman on the protest.

SOME CLIMBERS

Denver, Colo.—Mr. and Mrs. William Neeley, riding a Harley-Davidson sidecar outfit, are the first to top Argentine Pass, one of the famous as well as most difficult passes on the Continental Divide, with a motor-driven vehicle. So difficult is it to ascend this pass that up until now only pack horses and mountain burros have been able to reach the summit. The top of Argentine Pass is 11,800 feet above the sea level. The roads leading up to the summit, for the most part, are very narrow.

READING VISITS WILMINGTON

Wilmington, Del.—Fifty members of the Reading Motorcycle Club visited Wilmington on a sealed time run Sunday. They arrived at the Wil-Del Motorcycle Club at 10 o'clock in the morning. The riders were checked in at the local club rooms, where luncheon was served under the direction of W. Hamilton and P. Pruitt. At noon, led by Road Captain Cloud and President Dawson, assisted by Lieutenants Hamilton, Van Sire, Deflbaugh, McKinney and Gallo, the visitors were escorted on a 20-mile tour of points of interest in and near Wilmington.

RACES AT LOCKPORT

Lockport N. Y.—Lockport is to have its third and last race meet of the season on the new fair grounds' half-mile oval, Oct. 14. The track has been put in A-1 condition and the dust of Labor Day is no more. The races include five events, three of which are New York State championships.

There will be 3-, 5- and 10-mile solo races, and 3- and 5-mile sidecar races. The 3-mile solo and both sidecar races are State championships. The entries include some of the best riders in western New York. Anyone desiring to enter or wishing information may write to Ray A. Garrity, 143 North Transit St., Lockport, N. Y.

CARTER AT SALEM

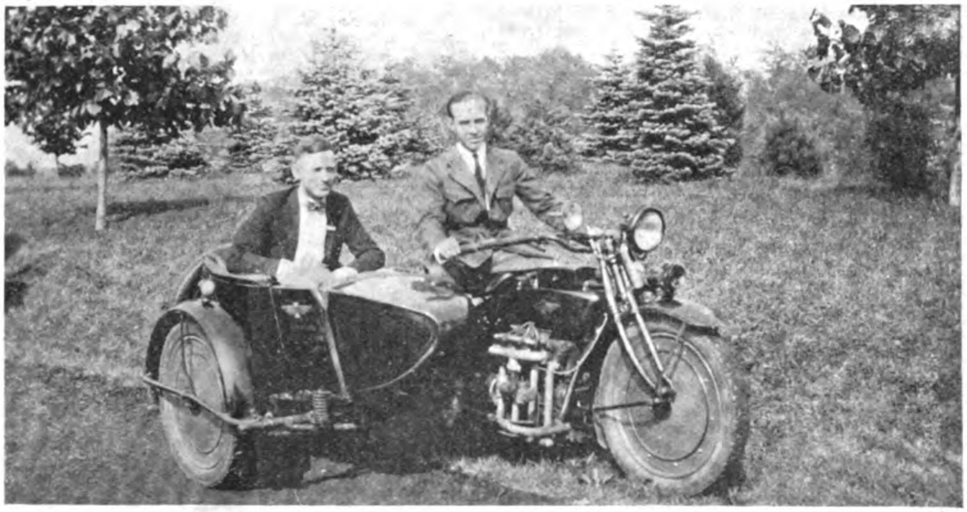
Salem, Ore.—Motorcycle and Bicycle Illustrated: We wish to correct the statements published regarding the Portland Hill Climb held on August 20, stating that honors were divided in the events between Schebler and Carter carburetors. We wish to state that Carter Carbureter equipment was used on the winning machine in each event. Homer Best winning the novice event used a Carter equipped Harley Davidson. The same machine and rider entering the 61-in. expert event took second place. W. F. Crane, also of Salem, taking first place in this event, with a Carter equipped Harley Davidson. In the 80-in. event Crane used the same 61-in. equipped Harley Davidson and competed against the machines of larger size, and was the only machine to go over the hill, making it in 7 2-5 seconds, with Best taking third place in this event.

MARION CLUB MELON FEAST

Marion, Ind.—In celebration of the successful staging of the big East North Central Sectional Hill Climb on Labor Day, the Entronuse Motorcycle Club put on a watermelon and cantaloupe feast. Fifty motorcyclists attended, and short work was made of a goodly supply of melons. Besides melon eating there were games, singing and dancing. A financial report of the climb showed the club cleared several hundred dollars.

Crone Cycle Co.

Motorcycle Officers Fred Kruger and John Bagley, of Omaha Police Department, were recently given an assignment which called for a hurried call to Lincoln, on official business. With Bagley, who was formerly a racing man, at the wheel, they left Omaha at 5 A. M. and reached Lincoln at 6:31 A. M., making the distance of 68 miles in 1 hour and 31 minutes. This is remarkable time considering the roads.



Frank Schwinn acts as chauffeur for Frank Snook

Indian Motocycles
Bicycles-Motorcycles
Crone Cycle Co.

Among the many motorcyclists who are making the coast to coast journey this year are Harry Goldfarb and Dick Power, of New York City, who have recently started on their way to Los Angeles, Cal. The photograph shows them being welcomed at Lincoln, Nebr., by Ray Garner, Indian traveler, and Ed Crone, of the Crone Cycle Co., Indian dealers at Lincoln.

Among *the* Dealers

ADD INDIANS TO POLICE

Los Angeles, Cal.—The Los Angeles Police Department have just added ten new Indian Chief motorcycles to their present equipment. This makes a total of 67 Indians in use by this department.

EASTON, PA., DEALER KILLED

Bethlehem, Pa. — George L. Gardner, of Gardner Bros., Indian dealers at Easton, Pa., died in St. Luke's Hospital here as the result of injuries received Sept. 21, when struck by an automobile.

GRONE TO TAKE IN FAIR

Lincoln, Neb.—Grone Cycle Co., Indian dealers at Lincoln, are getting ready to cash in on the State Fair Exhibit. They are going right after the prospects that they lined up while the fair was on.

BEAN AND SON MOVE

San Francisco, Cal.—The LeRoy Bean Son Co., bicycle jobbers, formerly of 660 Howard street, San Francisco, has moved to new and very attractive quarters at 728 Mission street.

NEW STORE FOR MEMPHIS MOTORCYCLE CO.

Memphis, Tenn.—One of the prettiest and best equipped motorcycle and bicycle stores in the city is the new home of the Memphis Motorcycle Co. The increase in their business has necessitated their moving to larger quarters and the new space will cover 4,000 square feet.

SANTA ROSA DEALER MOVES

Santa Rosa, Cal.—Ralph Howell, proprietor of Howell's Cyclery, Santa Rosa, has moved to a new establishment at 110 Main street, Santa Rosa. The trek was made in order to obtain more space for the growing business of the house, which is one of the best-known of its kind in the Sonoma Valley.

CARL HAS BIG HEAD START

Newark, N. J.—Carl W. Bush, of Newark, is convinced that 1923 is going to be a banner year for new sales. The low prices and real honest-to-goodness improvements have enabled Carl to announce with pride that up to August 31, he has sold as many machines this year as it took him until January 10 last year. Carl thus has a four month advantage and he is working overtime to avail himself of it.

COMING BACK AT SIOUX FALLS

Sioux Falls, So. Dak.—Weber Bicycle Co., the local Indian dealers here, have not been doing much on motorcycles for the past two or three years but they have been hard at the bicycle business all the time. Mr. Weber states, however, that the boys are beginning to look around for motorcycles again and he feels that with the new prices and new models things will begin to open up again.

STARTING CHRISTMAS CLUBS

London, Ont.—Christmas is coming! The first bicycle store in Canada to come out with an announcement regarding bicycles as Christmas presents is the Bicycle and Motor Sales Company, 425 Wellington Street, London, Ontario, which announced on September 13 that a "Christmas Bicycle Club" had been organized to take care of the purchases of new bicycles on an easy instalment plan for delivery Christmas morning.

DALLAS FOR LAW AND ORDER

Dallas, Tex.—Announcement by the chief of police of Dallas, Texas, that motorcycle riders were the most frequent violators of the traffic laws has led to formation of plans by dealers and others with the interest of the motorcycle at heart to eliminate the abuses complained of. Revival of the motorcycle club and publication of warnings against open mufflers and speeding will be the first steps toward saving the reputation of the motorcycle.

NEW YORK EX.-HEN. DEALERS

New York—Following the withdrawal of Edwards & Crist from the New York territory it is announced that in New York City Excelsior and Henderson will be handled by neighborhood dealers in different parts of the Metropolitan district. The new dealers in New York City are: M. J. Goldman, Driscoll & Jeanroy, Rhinelander Motorcycle Garage & Repair Co. and A. Steinfeldt. In Brooklyn. Excelsior and Henderson will be handled by the Brooklyn Motorcycle Co., H. Brown, Herbert Cohn, Benjamin Robbins and L. Simon.

Carl O. Settle and Ralph Palmer, of the Settle-Palmer Co., Glens Falls, N. Y.

GASKINS NOW HANDLING NERACARS

New Bern, N. C.—The Gaskins Cycle Co. know a good thing when they see it. "Skip" Kruger, the Atlantic Coast representative of the Neracar factory, stopped at New Bern, N. C., last week, and demonstrated the new two-wheeler to the Gaskins Co. They asked "Skip" if he wouldn't do a little demonstrating on the street in front of their store. Three machines were sold in one hour, and five minutes later the telegraph wires were carrying a message to ship four by express p. d. q. to Gaskins.

FREED MAKES A DEAL

San Francisco.—A. Freed, proprietor of the Pacific Motor Supply Co., San Francisco and Los Angeles, did not attend the convention of bicycle men in Atlantic City because he was negotiating a very important deal at the time which compelled him to remain on the Pacific Coast. Speaking of this, in his San Francisco offices, Mr. Freed said: "I was delayed from making the trip to Atlantic City because of important negotiations with the Davis Sewing Machine Co." Mr. Freed added that he has bought and will handle throughout his territory a great many bicycles which were formerly being jobbed by the Appeal Manufacturing and Jobbing Co. Much of this stock is in the warehouses in San Francisco and Los Angeles, and Mr. Freed has bought and taken over this stock, in both cities.

START OUT ENTHUSIASTICALLY

Grand Island, Neb.—Mr. Isdell and Mr. Hintz of the firm of Isdell and Hintz were visitors at the Indian exhibit during the fair at Lincoln and were full of enthusiasm about the 1923 season. They have just started in business and every thing is going fine. They are doing a lot of advertising and have several good prospects for Indian Chiefs. They are going to keep up enthusiasm this winter by having a run now and then and will endeavor to show the riders that they are real live wires at all times.

BOOTZ IS SITTING PRETTY

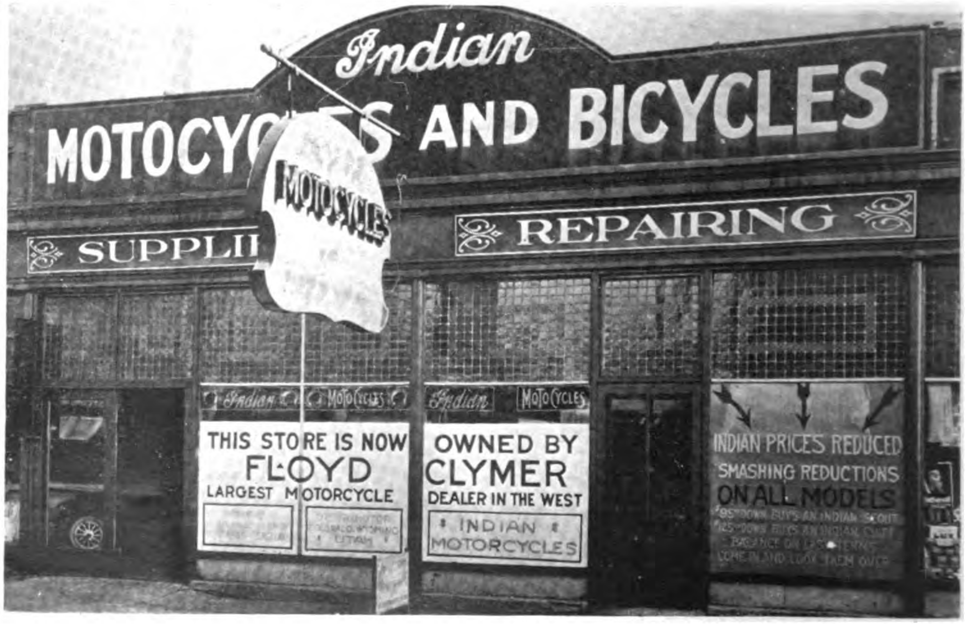
Des Moines, Iowa.—Fred Bootz, the local Indian dealer, when asked how business was said: "Business is the best that it has ever been with me. I am in better shape right now than I have ever been since I have been in business. I have no second hand machines to sell and I am cleaned out of 1922 models and all I have to look forward to is 1923. Have sold some Chiefs and have a few more on the road which will be sold as soon as they get here." Bootz also has a store at Mason City, Iowa, where he sells Indians and he says that business is just as good up that way. He thinks that the new bike prices are a knockout and has ordered a complete line of Indian bikes and is going to cash in on the Xmas business.

NORTH DAKOTA INTERESTED

Huron, So. Dak.—The Hendee Mfg. Co. had a big exhibit of motorcycles and bicycles at the So. Dak. State Fair and the Indian booth was one of the most popular booths there. This was the first chance that some of the farmer boys have had to see a new line of motorcycles and they sure made the most of it. Ray E. Garner was in charge of the exhibit and he said that one of the most noticeable features of the fair was the fact that in going around the grounds you would find pamphlets of most everything laying around on the ground where they had been thrown away. He passed out several hundred Indian pamphlets and he could not find any of them laying around anywhere.

NEW STORE IN SIOUX CITY, IA.

Sioux City, Iowa.—John Kruck, the local Indian dealer, has moved into his new store and has made one of the nicest looking motorcycle stores in the State of Iowa and some other States also. Business is getting better for him all the time. His bicycle business is tripling itself and now with new prices he says there is no end to the sales that he will make. Kruck employs five men and they are busy all the time. He is a firm believer in adverising and has just contracted with two local movies to run a series of ads for him for one year. Labor conditions are getting much better in Sioux City and with the money situation getting better Kruck expects the best year that he has ever had.



Floyd Clymer's New Store at Salt Lake City, Utah

With *the* Trade

CONSTANTINE TAKES TO THE ROAD

Milwaukee, Wis.—Arthur Constantine, of the engineering department, Harley-Davidson Motor Co., and wife, are making an extended trip East, via motorcycle. They are carrying their camping equipment with them and will camp out on the way.

WIGWAM NEWS

Springfield, Mass.—Mr. P. C. Merrill, former Indian dealer at Westerly, R. I., drove up to the Hendee plant last Saturday with his 1916 Indian with the one thought in mind, to visit the big plant with which he had done business but had never seen. He says that seeing the motorcycle manufactured is worth the trip.

GOOD MARKET IN SPAIN

Washington, D. C.—Vice Consul C. Castle, Vigo, Spain, says: "There is a moderately good undeveloped market for motorcycles in the Vigo district, there being hardly more than 20 machines in the locality at present. A good market will be found all through Spain and, with distributors at Barcelona, Madrid, Seville and Bilbao, a moderate demand would be developed after allowing a year or so for introducing individual makes."

MOTORCYCLES IN FRANCE

Washington, D. C.—Assistant Trade Commissioner Fred G. Singer reports from Paris that the motor vehicle registration in France shows that there were 42,864 motorcycles in France last year. Motorcycles without sidecars in France, in 1921, show a decrease of 7,919 from the registration of 1920. This drop is reported to be the result of increasing popularity of motorcycles with sidecars, the figures of which have not been published.

MOTORCYCLES IN ITALY

Washington, D. C.—Consul Edward I. Nathan, Palermo, Italy, reports: The use of motorcycles is steadily increasing around Palermo, and machines are finding a ready sale. The present time is opportune for American motorcycle manufacturers to enter the market and develop their business in this district. The Italian Bianchi retails for 8,000 lire, as compared with about 14,000 lire for American motorcycles which must pay heavy duties varying from 3,000 to 3,500 lire, according to the premium on gold.

MOTOR REGISTRATION IN MASS.

Boston, Mass.—Fees collected for registry of motor vehicles in Massachusetts in first nine months of the current year totaled $5,234,901, against $4,712,000 for the entire year, 1921.

Greater part of this income is represented by 348,059 passenger cars and 61,297 commercial vehicles already registered this year, against 279,730 and 51,981, respectively, in the corresponding time in 1921. Total registration of motors of all kinds in 1921 was 360,732, with the 1922 figures 13% ahead of these.

MOVE FOR LOWER EXPRESS RATES

Washington, D. C.—Whether the present level of express rates is too high, as claimed by shippers, will be determined by the Interstate Commerce Commission as a result of hearings which will be started on October 30. The inquiry will go deeply into the question of express charges on all commodities in all sections of the country, and will proceed along the line of the investigation of freight rates made last winter, which resulted in a decided reduction in those rates in July.

It has been complained by shippers using express service that express charges are still at their high level, although freight rates have been reduced approximately 10 per cent., and the same arguments which resulted in the freight reduction can be applied to express rates.

MEXICO AND HOLLAND GOOD BUYERS

Washington, D. C.—Exports of motorcycles, bicycles and parts during the month of July totaled nearly a half million dollars in value, according to figures just compiled by the Department of Commerce. Shipments during the month included 790 bicycles and tricycles, with a value of $11,256; 965 motorcycles, valued at $267,220, and 176,448 pounds of parts of cycles, except tires, with a value of $100,729. Mexico was our best market for bicycles and tricycles, imports into that country totaling 201 machines, with a value of $3,630. The Netherlands led in the importation of American motorcycles, taking 144, with a value of $57,917, while Italy was a close second with 182 machines, valued at $50,333.

NEW PIERCE JUVENILE

Angola, N. Y.—President W. G. Schack, of the Pierce Cycle Company, announces that a new Pierce Juvenile bicycle in both 24 in. and 26 in. wheels will be ready for the Christmas trade. "During the thirty-five years of the manufacture of Pierce bicycles," says President Schack, "there has never been Pierce Juvenile bicycles, but owing to the constant demand made on us to furnish a high-grade line of juvenile bicycles we have decided to produce and will have ready for the Holiday trade both boys' and girls' 24 in. and 26 in. Juvenile Pierce bicycles. These bicycles will have all the characteristics of the regular Pierce bicycles and will be completed with high-grade equipment. They will be, without exception, the highest grade of juvenile bicycles manufactured. Orders will be accepted now and shipment will be made any time for the Christmas trade."

BUTLER UP THE COAST

Seattle, Wash.—"Tommy" Butler, Western representative of the Hendee Manufacturing Co., arrived in Seattle last week, radiating confidence and optimism. In response to inquiries, Butler said in part: "I am not convinced that the multiple dealer plan of distributing motorcycles is the best that can be devised, nevertheless I am sure that it has its merits. The present method of dealer distribution is on trial insofar as the Hendee Manufacturing Co. is concerned in the territory over which I have jurisdiction. The manufacturer has dropped prices in the hope of stimulating volume sales. We expect the dealers to meet us half way. We must receive their support in bringing about sales volume or the prices must go up. Otherwise, the factory has no alternative but to change the present method of distributing machines. It is gratifying to me to note the changed attitude of many dealers since the price reductions have been put into effect. There is less disposition on the average dealer's part to tell us just how we should make machines, where we are at fault and how the factory should conduct its business. The dealers appear to be busy. They are sawing wood and talking but little. The dealers have weathered the storm and apparently are able to discern the light through the fog."

NEW CANADIAN REGULATIONS

Washington, D. C.—An amended form of oath and certificate of value will be required by the Canadian Government for importations to Canada beginning October 1, according to advices received by the Department of Commerce. The most important change is the elimination of the following clause relating to fair market value from Oath Form 2, Certificate Form M, and Declaration Form N: "And that such fair market value is not lower than the wholesale price of the said goods at the said time and place; and that in the case of new or unused goods, such fair market value is not less than the actual cost of production of similar goods at said time and place, plus a reasonable profit thereon;" and by adding the following paragraphs to Forms M and N: "That each article on this invoice is bona fide the produce or manufacture of the country specified on the invoice in the column provided for that purpose." A column will now be required on Forms M and N, for entry under general tariff, showing the country of manufacture or production.

"THE REIGN OF RUBBER"

New York City—William G. Geer, vice president of the B. F. Goodrich Company, Akron, O., is the author of a fascinating book on rubber. His book is titled "The Reign of Rubber." The book traces the history of rubber from the time of its discovery in crude form down to the present day. It tells the story of vulcanization, that union of crude rubber and sulphur which makes available the useful properties of rubber. It tells how the seed of rubber trees was taken from South American forests to England and then transplanted to Ceylon, and the beginning there of the great rubber plantations which now promise to supply most of mankind's rubber needs. It shows how cotton is the third necessity in rubber manufacturing, ranking with the crude rubber and with sulphur. The author then traces the uses to which rubber is put and the needs it fills, from the humble rings without which domestic preserving is impossible to the huge rubber tires of trucks as big as railroad cars. The author concludes with a forecast of the future of rubber. He has taught and most extensively studied chemistry, mineralogy and other branches of science, having been a Fellow in Chemistry of Cornell, and later the recipient of a Ph. D. in Science from the same university. He is at present Chief Chemist of the B. F. Goodrich Company. The book is published by the Century Co. of New York.

FOREIGN TRADE OPPORTUNITIES

Washington, D. C.—Information on the following trade opportunities may be secured by adressing the Bureau of Foreign and Domestic Commerce, Department of Commerce:

Motorcycles and sporting goods desired, purchase and agency. Quotations c. i. f. Corunna or Vigo, Spain. Correspondence in Spanish. Opportunity No. 3507.

Purchase of bicycles desired. Quotations c. i. f. Malaga, Spain. Terms, payment against documents. Correspondence in Spanish. Opportunity No. 3583.

Purchase is desired of bicycles and bicycle accessories, including tires, by parties in China. Quotations c.i.f. Antung. Catalogs and prices are requested. Terms, cash. Refer to opportunity No. 3704.

QUESTION BOX

The Question Box is open to every one. If you have a question pertaining to either the bicycle or motorcycle we will endeavor to answer it. Address your questions to Question Box, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

British Machines

(1)—Please tell me who makes the Levis and A. J. S. motorcycles. Also the Sunbeam.

(2)—Where can I get a water-cooled motorcycle, preferably with valves in the head.

Astoria, S. D. Andrew Hoglund.

Answer

(1)—Levis is made by Butterfields, Ltd., Stechford, Birmingham, England. A. J. S. is made by A. J. Stevens & Co., Ltd., Wolverhampton, England. Sunbeam is made by John Marston, Ltd., Wolverhampton, England.

(2)—We have no record of any water-cooled motorcycle, except the Scott, made by the Scott Motorcycle Co., Ltd., Saltash, Yorkshire, England. No American motorcycles are water-cooled.

Sport Queries

(1)—What would you consider the proper air pressure for the front tire of a solo Sport model (26x3)? Also for tandem work,

(2)—What records of any kind has the Harley-Davidson Sport model ever made? Do they compare favorably with those made by the Indian Scout?

(3)—How many years will an inner tube of standard make last without deteriorating, provided tube has never been punctured and proper pressure has been maintained? Would ten thousand miles of travel affect the tube under proper conditions?

San Francisco, Cal. H. Cavanaugh

Answer

(1)—Between 35 and 40 pounds, solo or tandem, for front tire 26x3 inches.

(2)—Apply to Chairman A. B. Coffman, M. and A. T. A., 326 West Madison street, Chicago, Ill., for Sport records. You can also obtain records made by Indian Scout from Mr. Coffman ,and make your own comparisons.

(3)—It depends on the mileage per year. A tube should last at least 10,000 miles if not punctured or blown.

Flanders' Clutch

(1)—Please tell me where I can get parts for the clutch on a Flanders' motorcycle. We need a new disc for it.

Wilkesbarre, Pa. A. Kaplan.

Answer

(1)—The Flanders' motorcycle used an Eclipse clutch, made by the Eclipse Machine Co., Elmira, N. Y. Apply to this firm or to the Motorcycle Parts Mfg. Co., 2030 Wabash avenue, Chicago, Ill.

S. E. Rapkin, a Boston Neat Rider, with Harry Hanson in the Sidecar.

MUNICIPAL CAMP GROUNDS

OVER 300 cities in the United States, principally west of the Mississippi River, maintain municipal camping places for motor tourists. According to official figures these camps were visited by 598,000 camping parties during the year; and motor camping during the season now ending in the East, but which continues throughout the year in Western cities, where the winter climate is less rigorous, has been more popular than ever. Seattle, Wash., spent $50,000 early in 1922 to improve a large camp established some years ago, and the tendency generally is to add to the convenience of the visitor who travels by automobile and brings his sleeping accommodations with him.

A great many of the municipal camps extend their hospitality free. The practice is growing, however, of making a nominal charge for the use of the facilities provided, to prevent abuses which have crept in and to limit the period during which the stranger may remain a guest of the city. For a nominal charge of 50c. a day the large Western cities provide the tourist with a shady place to camp, a shelter house in which to cook and eat, a comfort station equipped with modern sanitary appliances, including hot shower baths, an ample supply of running water, laundry facilities, wood fuel or gas or electricty for cooking, electric light and police protection. The fee usually meets the cost of upkeep, and the camper feels that he is getting his money's worth.

The merchants of the cities which provide automobile camps usually feel that the municipal investment is good for business, as it brings travelers who patronize the local stores without diminishing the volume of transient trade which ordinarily patronizes the hotels.

FAT SPARKS

By Hy Tension

Contributions to this column will be welcomed. If you think you have a spark that is hot enough to ignite the gas, send it along. Address contributions to Fat Spark Column, *Motorcycle and Bicycle Illustrated*, 912-920 Broadway, New York.

How to Go

Man in automobile (to a panhandler)—Go to hell!

Panhandler—Yeh, that's all right for you. You have a flivver.

The Stingy Cuss

Our idea of the champion mean man is the friend who, having formed the habit of taking us out to ride in his sidecar, turns around and trades in the sidecar outfit for a new solo job.

Epic Epitaph

At eighty miles
Rode Henry Bonn;
The cycle stopped,
But Hank kept on.

Motorcycle Racer's Dictionary Definition No. 1

Flagger-wagger—the starter.

The Club's Builders

W. Bricker
Ray C. Layer
Walter Measure
Herbert Mason

Likes 'em Rarer

King Hoopoodus of Sowalli Land was out of sorts. It was clearly apparent that his late dinner did not agree with him. His face was twisted into a wry grimace in remembrance of the meat that had tasted so badly.

The noble monarch called for his quaking chef and demanded to know what kind of meat had been served him.

"Roast motor-cyclist, most high and mighty!"

"Tasted burned," growled the potentate, taking a firmer grip on his heavy sceptre.

"I beg mercy, Oh king," pleaded the poor cook. "He was scorching when we nabbed him!"

In Our Names Club

Claude Salmon is the only one in our aquarium. Edgar Peel has joined George Orange and Art Lemon at our fruit stand. Yale Smith is making keys, and Henry Pfeil is helping him. Harry Freese is making the club's ice cream.

More club news next time.

Thrills Enough

"Is motorcycle racing exciting?"

"Just as exciting as watching a flapper on a windy day!"

Walthour Wins at the Velodrome

TWO feature races, a three-cornered match race and a 62½-mile motor-paced team race, featured the Sunday program at the New York Velodrome, September 24.

In the match sprint race, Bobby Walthour, Jr., met Jackie Clark, Newark, and Pierre Sergent, France, and Bobby Junior won in two straight heats. In the first heat Clark led into the last lap with Walthour in second place. Going into the last turn Walthour made his bid and beat Clark up the last straight. Sergent tried to come on the inside, but was unable to better his position, the Frenchman getting third. In the second heat Bobby rode from in front with the Frenchman in second position. Walthour increased his speed going down the back stretch and when Sergent made his jump Bobby met him and beat him home by a half-length, Clark getting third.

The motor-paced team race had as starters American Champion George Chapman and Brask Andersen, the Dane; Clarence Carman, Jamaica, L. I., and Jules Miquel, France; Vincent Madonna, Providence, and Frank Corry, Australia, and the two Belgians, Victor Linart and Charles Verkeyn.

The conditions of the race were similar to those governing six-day racing, with riders alternating at intervals. The four riders to start for their respective teams were Madonna, Carman, Chapman and Linart. Andersen and Chapman lost a lap early in the race, but later on Chapman gained that back and at the 35-mile mark Chapman and Andersen were posted on the board, in the center of the field, as the leaders of the race, with Madonna and Corry and Carman and Miquel filling second and third. When the next score was posted Carman and Miquel were put up as the leaders, with Madonna and Corry second, and Chapman and Andersen third.

The scorers must have made a mistake, because no teams passed Chapman and Andersen between the posting of the standing at 35 miles and the followng posting of the standing. The standing of the riders was turned around, with Chapman and Andersen dropping from first to third and Carman and Miquel going from third to first, Madonna and Corry remaining in second place, where they finished. Carman and Miquel won, with Chapman and Andersen in third place, while Linart and Verkeyn were fourth. The time of the race was 1:31 4/5.

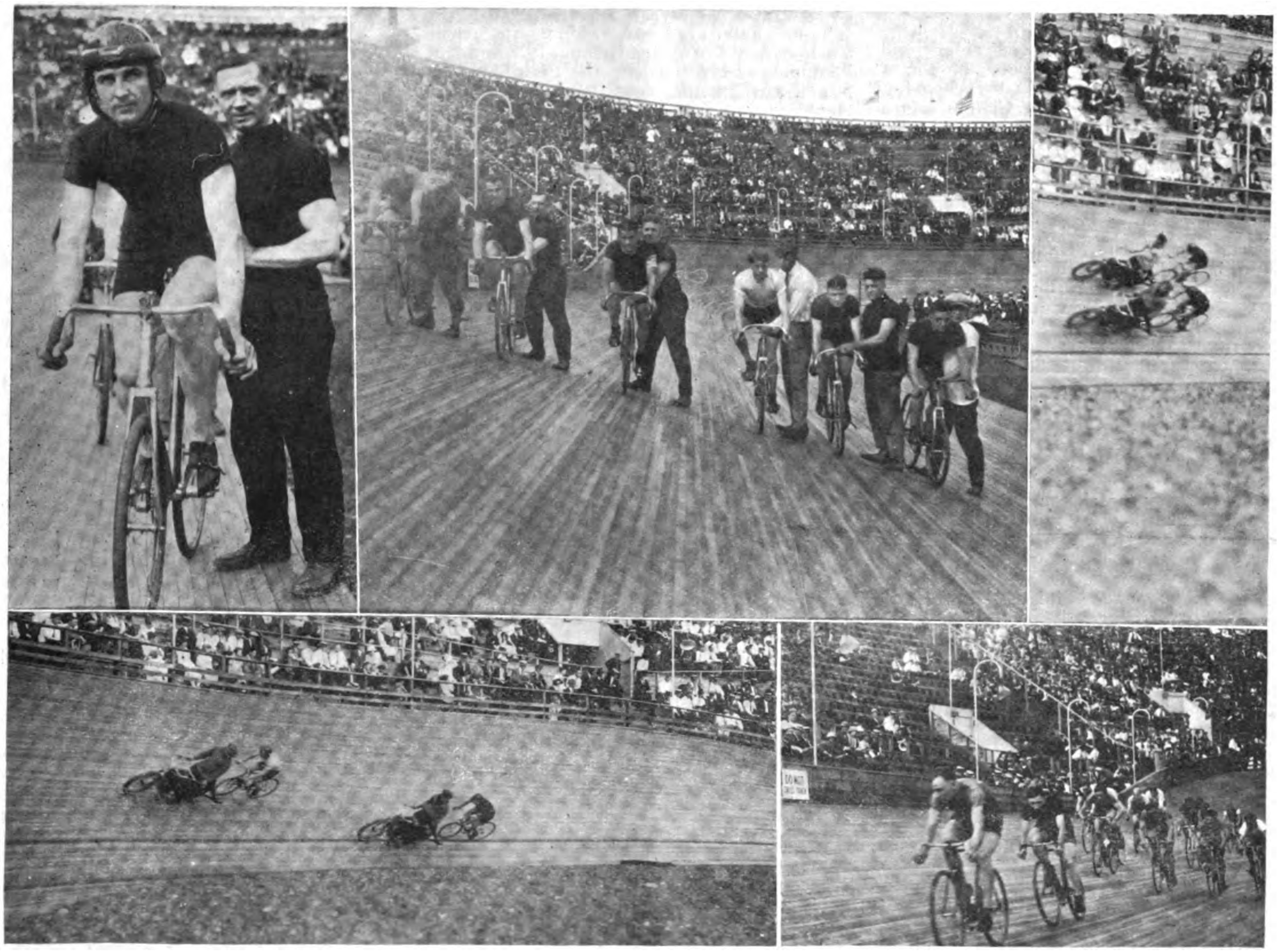
Louis Benezatti, the U. S. I. rider, and John Amabile, of the Acme Wheelmen, won the amateur races, Benezatti taking the one-mile open and Amabile the two-mile handicap. Arthur Lane won the novice race.

Summaries:

One-Mile Novice—Won by Arthur Lane; second, H. Curley. Time, 2:28 3-5.

One-Mile Open, Amateur—Won by Louis Benezatti; second, Felix Patti; third, John Amabile; fourth, Bert Marquart. Time 2:28 4-5.

Two-Mile Handicap, Amateur—Won by John Amabile, 90 yards; second, E. C. Bendi, scratch; third, L. Valenti, 50 yards; fourth, Tom Volpe, 60 yards. Time, 4:06.



At the opening Sunday meet at the New York Velodrome. Upper left, Clarence Carman, Long Island; upper center, the start of the paced race, left to right, Colombatto, Carman, Madonna, Verkeyn, Chapman, Gaffney; upper right, a brush in the paced race; lower left, Verkeyn passes Carman; lower right, the amateur riders in open race

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

The six-day races that will be run this winter seem to be the only means of the racing cyclists dodging (?) work.

* * *

A new cycle track is due to be opened at Ghent, Belgium, on Sunday, October 15. The new course is of cement and the opening event will be a long team race.

* * *

Ernest Ohrt, the San Francisco rider, post-cards me from Warsaw, Poland, where he was racing, that things are going pretty good with him. The card was signed by a number of riders, including Thorwald Ellegaard, the Dane; Marcel Dupuy, the Frenchman; Ali Nefatti, the Arab, and others.

* * *

George Young had planned to run a six-day race in Toronto to wind up on October 21, but George received a telegram from Toronto on Sunday, September 24, saying that it was impossible to secure the building for the dates agreed upon as a boxing tournament was booked for the Municipal Arena, where the race was to have been held.

* * *

Clarence Carman, the paced rider, will sail for Europe about October 14 for a series of races. Clarence just received a cable saying that he will have Claude Andre as a pacemaker. Charley Stein, the pacemaker, was originally slated to pilot Clarence in his races in Europe, but Charley decided to stay on the dry side of the Atlantic.

* * *

Frank Cadwell, the manager of the New Bedford Cycledrome, tried a Saturday afternoon meet at his track on September 23. The day was warm, but the crowd failed to show, and the date, the 23d, was very appropriate. It was "23" for the meet and the season closed with a solar plexus to the box office. The track was closed after that meet and now the only places the anklers can perform is at either New York or the Newark Velodrome.

* * *

Glory, fame or match races do not always go to the swift. Up at the New York Velodrome, No. 36 is worn by Philip Gries, whom Charley Ertz, amateur champion back in the L. A. W. days, nicknamed "Socks," but whom Announcer William Rosbach has dubbed "Spark Plug," is a card and his antics in novice races earned him a match race with Harris Barnaby, who lays great claim to the championship of Yonkers. The race was run Tuesday night, September 26, and it proved to be a good one, with Barnaby taking the race with the first and third heats to his credit. "Socks" won the first heat by riding from the front. After the match "Socks" asked for a "revenge" match.

* * *

A new Belgian track rider, named Eykmans, is said to be a real find and he will in all probability be seen in the coming six-day races in this country. The other Belgians speak very highly of him and would like to have him for a mate. In a three-hour team race at the Bourg-Leopold track he rode with Fredericks. The race was conducted along similar lines to the two-hour and other long team races held in New York and Newark, and after the seventh sprint Eykmans jumped away and gained a lap on the field, scoring over such good riders as Caesar Debaets, Jules Van Hevel, Henry Vandevelde and Joe Van Bever.

* * *

Thomas A. Pilkey, secretary of the Busy Boys' Bicycle Club, of Dallas, Texas, writes in to say that J. C. Barnett, champion of the Lone Star State, was by mistake listed as being unattached in recent reports on the Amateur Bicycle League of America championship races held on Saturday, September 16, at Atlantic City. Secretary Pilkey states that Barnett was by mistake registered with the A. B. L. as being a member of the Star Cycle Club, of Dallas. "He has never," says Secretary Pilkey, "been a member of the club, but instead, is a charter member of the Busy Boys' Bicycle Club."

* * *

Some new faces are going to be seen in the six-day races this winter. A number of the star amateurs have deserted the Simons and are now riding for cash. Among them are Willie Grimm, 1922 amateur champion; Fred Spencer, the Plainfield lad; Sam Gastman, the Newarker, and Anthony Beckman, who hails from Secaucus, N. J. While they have not won much money as pro. riders they look like good prospects, and if they can stand the strenuous going in the six-day races they should come out next season and ride in much improved form. Racing with their professional rivals will help them in many ways.

* * *

The European racing cyclists who have been racing in New England most of the time, along with two pacemakers, sailed for France on the steamer France, of the French Line, Monday, September 25. In the party was George Seres, who was inactive most of the season on account of his accident at New Bedford, Jules Miquel, Victor Linart, Charles Verkeyn, cyclists, and pacemakers, Pasquier and Lehman. Of the party, only one, Verkeyn, had been signed to return for next season. Pierre Sergent, the French sprinter, plans to sail for home on October 4.

Leon Vanderstuyft, the Belgian, who won the paced championship of the world at Paris on September 17.

* * *

At the New York Veldrome on Sunday, September 24, the big feature was the 62½-mile motor-paced team race. The riders alternated with their partners at intervals during the race. After losing ground early in the race Paced Champion George Chapman and his partner, Brask Andersen, the Dane, were credited with being in the lead when the 35-mile score was posted. The writer did not see any riders pass either Chapman or Andersen between the 35-mile mark and the posting of the next score five or ten miles further on, but when the next score was posted Clarence Carman and Jules Miquel were credited with being the leaders, with Vincent Madonna second and Chapman and Andersen third. The scorers must have got slightly muddled in that race.

* * *

John C. Wetmore, automobile editor of the New York Evening Mail, has decided to retire and move to California, where he plans to live and enjoy himself. John Wetmore was among the numerous people in the automobile field that received their earlier training in the cycle field. John at one time ran the "Jonah Column" of cycling news and was also handicapper for the bicycle tracks and acted in other official ways around the race tracks in this part of the country. Along with the late Amos G. Batchelder and others John was one of the pioneers of the National Cycling Association, the governing body for cycle racing in this country, and acted as a handicapper for the new organization the same as he did for the League of American Wheelmen. John Wetmore was a man that was well liked and it was a real pleasure to know him. He will surely be missed round the old trails. Best of luck to you, John.

* * *

The bicycle riders in America are starting to be attacked with six-dayitis. It is a disease that catches them at this time of the year. It looked as though they would be able to ride two of them before the New York "grind," that will be held at Madison Square Garden in December, but the one at Toronto has been called off. The Chicago race will be held, however, and a number of ambitious cyclists plan to go to the Windy City race via the bicycle with Worth L. Mitten, the Davenporter, being their Good Man Friday and guide extraordinary. Mitten has been over the roads so many times that he says he knows every rut and hill and he will "jam" the hills on the way out to put his charges in shape to stand the strenuous going that will be their lot in the Chicago race, which will start late next month. Jackie Clark, who has been showing an improvement in form of late, says he will take the overland route, and Bobby Walthour, Jr., is another that is slated to pedal to the West.

Cyclists Race in Chilly Breezes

CHILLY breezes welcomed, if it can be called a welcome, the racing cyclists and the crowd of dyed-in-the-wool fans that turned out for the races at the New York Velodrome, Tuesday night, September 26. Overcoats were at a premium for the fans and officials and heavy sweaters were in demand by the riders. It was sure chilly, but most of the crowd stayed to the finish.

The feature sprint race on the card was a team match between Sprint Champion Willie Spencer and his brother Arthur, and Orlando Piani, the Italian, and Alfred Goullet, the Newarker. The first heat had to be started three times. In the first Piani punctured in the last lap and the heat was ordered run over. Willie Spencer finished first in that trial. In the second time out Goullet finished first, but a broken handlebar in the Spencer camp called that trial "no heat" and it was started again. In the real heat Spencer and Goullet got real rough and Artie Spencer ran Goullet on the pole on the back stretch before the finish and Goullet retaliated in the next stretch and the referee fined Artie for rough riding. Goullet won the heat. In the next heat Goullet and Piani clinched the match when Goullet came out and beat Willie Spencer to the line.

A feature match brought together Phillip Gries, of New York City, and Harris Barnaby, the star of Yonkers and the champion of that thriving city. Gries, or "Socks" or "Spark Plug," as he is called, has made a great hit at the New York Velodrome with his antics. He met defeat, however, in his match race with Barnaby, but "Socks" did manage to take the second heat by riding from in front. Barnaby was the more consistent of the two, as Harris did his last eighths in the first and third heats in 15 4-5 seconds, while "Socks" took 16 seconds for his last eighth. "Socks" immediately challenged Barnaby for a "revenge" race.

The other sprint races on the program were a pro. handicap at two-thirds-mile and a five-mile open as well as three amateur races.

Willie Grimm, the amateur champion of America for 1922, won his first professional race when he romped home with the handicap from the 80-yard mark. Lloyd Thomas, Gordon Walker, Anthony Young and Fred Taylor followed Willie home.

The five-mile open for the professionals was a good one and the last sprint was about as good as any seen at the track this year. Alfred Grenda went to the front a lap and a half from home with Fred Hill on. Alfred Goullet was on Fred Hill. Cecil Walker came on the outside of Goullet and sewed him in so that the best he could do was to trail Hill, who beat Grenda in the stretch, and the latter over the line. Goullet just nipped Walker at the tape for third. The judges seemed to have erred in picking the other places. Eddie Madden and Reggie McNamara were in there at the finish, but neither of them was placed unless the decision was reversed. Frank Bartell was placed, as was Willie Keller and Bobby Walthour. Keller may have been in there, but there is a question about Walthour and Bartell.

The paced races on the card were made up of a match race between Vincent Madonna and Clarence Carman, which was won by Madonna in straight heats, and a 15-mile race with Lawrence Gaffney, Vincent Markey, Felix Patti and Brask Andersen. Gaffney won the race with Andersen second and Markey third. The time was 22:02 1-5. In the Carman and Madonna match the first heat only went 3 1-3 miles, when Carman got off his bicycle. In the second heat Madonna beat Carman to the lead and was never headed. The time of the second heat was 7:10 4-5. No time was given for the first heat, which was stopped when it was seen it would be a one-sided contest.

Charley Jaeger, Newark, and Fred Spencer, Plainfield, met in a pursuit match. After going quite a distance Jaeger punctured and the race was restarted. Another puncture made a third start necessary, while still another puncture in the third heat caused the officials to call it off for decision some other day.

Louis Benezatti, of the U. S. I., won the two-mile open for the amateurs, and Edward Brown, of Fairhaven, won the half-mile handicap. The novice race went to Michael Riggio, who beat Jack Singer. Summaries:

J. G. Flatow, A. B. L. champion of District of Columbia, who rode at Atlantic City, Saturday, September 16

Half-Mile Handicap, Amateur — Won by Edward Brown, 70 yards; second, Al Valenti, 60 yards; third, Walter Meichel, 90 yards. Time, 55 seconds.

Two-Mile Open, Amateur—Won by Louis Benezatti; second, Burton Fenn; third, Gus Merkel; fourth, E. C. Bendi. Time, 4:09 4-5.

Two-Third-Mile Handicap, Professional—Won by Willie Grimm, 80 yards; second, Lloyd Thomas, 75 yards; third, Gordon Walker, 70 yards; fourth, Anthony Young, 50 yards.

Five-Mile Open, Professional—Won by Fred Hill; second, Alfred Grenda; third, Alfred Goullet; fourth, Cecil Walker. Time, 10:21 2-5.

BENEFIT MEET FOR SERES

A BENEFIT meet for George Seres, the French paced rider who was so badly injured at the track earlier in the season that he was unable to ride again in America, was given by the New Bedford Cycledrome on Monday night, September 18. Cold weather kept the crowd down somewhat, but Seres was presented with a nice bit of change in addition to being otherwise honored.

The features on the program were named in honor of track managers, trainers, pacemakers and also a race was named after Seres. Vincent Madonna, Providence; Frank Corry, Australia, and Frank Keenan, Revere, met in a 15-mile motor-paced race, which was called the "Charley Turville" race. Madonna won with Corry second. The time was 21:25 2/5. An international team race at 40 miles, named after Nat Butler, went to the American team, George Chapman, Clarence Carman and "Manny" Nunes. They won from Victor Linart, Jules Miquel and Charles Verkeyn, representing Europe. The time was 56:44 2/5. Summaries:

"The George Seres"—Three-Lap (3-7-Mile) Handicap, Amateur—Won by Charles Cavanagh, 50 yards; second, William White, 15 yards; third, Leo Hall, 110 yards; fourth, Jimmy Coe, 35 yards. Time, 50 3-5 seconds.

"The Jimmy Hunter" — 4-7-Mile — Match Sprint Race—Won by L. S. Harten 6 points; second, tie between Fred Jarvis and Albert Crossley, Jr. First heat won by Harten; second, Jarvis; third, Crossley. Second heat won by Jarvis; second, Crossley. Third heat, won by Crossley; second, Harten.

"The Johnny Chapman" — Unknown Distance Race, Amateur — Won by William White; second, Romeo Goddu; third, Jimmy Coe; fourth, Bruno Dion. Time, 1:51 2-5. Distance, 5-7 mile.

"The Frank Bernier"—Three-lap (3-7 Mile) —Trainers' Race—Won by Willie Zipp.

"Eddie Gray's Band"—Pursuit Race, Professional—Won by Albert Crossley, Sr.; second, Fred Forster.

AMERICA'S PLAN TEAM RACE

Jersey City, N. J.—On Sunday morning, October 1, the Century Road Club of America will promote a four-hour team race, which will be held on Pershing Field, Jersey City. Joe Kopsky, the well-known six-day rider and members of the club will act as starter to send the riders off on their hard grind.

The race will be run on six-day style, with a one-mile sprint at every half-hour of the race up to the last half hour of the race and then a sprint at every mile will take place, as well as a number of lap sprints for special prizes. There will be seven place prizes such as loving cups, medals, etc.

NOVELTY AT N. Y. TRACK

A NOVELTY in motor-paced racing was tried at the New York Velodrome on Tuesday night, September 19. Clarence Carman and Jules Miquel were opposed to Frank Corry and Vincent Madonna in a 15-mile team race with riders alternating during the race like a six-day team race. Carman and Madonna started. Carman was well in the lead when Miquel came out to relieve him. After Miquel had taken up the racing Madonna tackled him. Miquel lost his pace and almost a lap, and in spite of Carman's game effort to regain the lost ground the Madonna-Corry team won by almost a lap in 20:52 3-5.

Two sprint match races and a five-mile amateur motor-paced race were also carded. Arthur Spencer defeated Ray Eaton in two straight heats in their match, while in a team match Orlando Piani and Alfred Goullet disposed of Reggie McNamara and Alfred Grenda in two straight heats. Felix Patti, of New York City, defeated John Patrick, of Newark, in the amateur paced race, and Felix did the five miles in 7:50 1-5.

Two other pro. races and two events for the amateurs also lent pep to the card. Alec McBeath copped the five-mile open for the professionals and Cecil Walker took the cash-chasing handicap at a mile. Fred Spencer and Charles Winter accounted for the amateur races. Summaries:

Half-Mile Handicap, Amateur—Won by Charles Winter, 65 yards; second, Harry Gaudino, 90 yards; third, Michael Ulrich, 45 yards; fourth, Otto Eisele, 50 yards. Time, 57 2-5 seconds.

Two-Mile Open, Amateur—Won by Fred Spencer; second, Elmer Bundt; third, Anthony Beckman; fourth, E. C. Bendl. Time, 4:05 4-5.

One-Mile Handicap, Professional—Won by Cecil Walker, 10 yards; second, Fred Hill, 30 yards; third, Jackie Clark, 35 yards; fourth, Willie Hanley, 20 yards. Time 1:56.

Five-Mile Open, Professional—Won by Alec McBeath; second, Fred Hill; third, Alfred Grenda; fourth, Eddie Madden; fifth, Alfred Goullet. Time, 10:09 4-5.

KRAMER WIELDS A CLUB

ALFRED GOULLET and Orlando Piani, who are being paired quite often of late in team and match races, won a 62½-mile team race at the Newark Velodrome on Sunday, September 24, because Referee Frank Kramer wielded a club and disqualified Alfred Grenda and Reggie McNamara, who won, and Fred Hill and Ray Eaton, who ran third, for teaming.

Grenda and McNamara finished up with 83 points, one more than Goullet and Piani, but by being disqualified they lost any chance at the money. The finish of the race was as follows: Goullet and Piani, 82 points; Alec McBeath and Cecil Walker, 65; Willie Hanley and Eddie Madden, 21; Lloyd Thomas and Percy Lawrence, and Willie Coburn and David Lands, 12 each; Peter Drobach and Harry Kaiser, 9; Joe Kopsky and Anthony Beckman, 7; Tommy Fitzsimmons and Larry Gaffney, 3. The time was 2 hours, 17 minutes and 18 2/5 seconds.

A sprint was staged, each two miles with seven; three, two and one points going to the first four. The final sprint counted 25, 15, 10 and 5. The order of finish, in each sprint, follows:

Miles
2—Goullet, Hill, C. Walker, Cavanagh.
4—Piani, Hanley, Eaton, McBeath.
6—Grenda, C. Walker, Thomas, Hill.
8—McNamara, Eaton, Piani, Hanley.
10—Goullet, Madden, Lands, McBeath.
12—C. Walker, McNamara, Eaton, Piani.
14—McBeath, Grenda, Hill, Madden.
16—Keller, Gaffney, Piani, Hanley.
18—Cavanagh, Lands, Ohrt, Goullet.
20—Spencer, McNamara, Horan, C. Walker.
22—Grenda, Thomas, Hill, Weber.
24—C. Walker, Eaton, Piani, Madden.
26—Goullet, Grenda, Papworth, Hill.
28—Jaeger, McNamara, Drobach, Madden.
30—Grenda, Hill, McBeath, Goullet.
32—Piani, Jaeger, Beckman, G. Walker.
34—Grenda, Goullet, McBeath, Madden.
36—C Walker, W. Spencer, Eaton, McNamara.
38—Hill, Goullet, Hanley, Grenda.
40—Ohrt, Jaeger, Piani, Keller.
42—T. Grimm, Beckman, Goullet, Hanley.
44—C. Walker, Gastman, Piani, Eaton.
46—Coburn, Goullet, Hanley, McBeath.
48—Eaton, McNamara, Madden, Lawrence.
50—Grenda, Hill, Thomas, Goullet.
52—Drobach, Jaeger, McNamara, Eaton.
54—Hill, C. Walker, Thomas, Goullet.
56—Jaeger, McBeath, Lawrence, Kopsky.
58—Grenda, Goullet, Hill, C. Walker.
60—McNamara, Piani, Madden, McBeath.
62 1-2—Hill, Goullet, McBeath, Grenda.

Admiral William S. Sims, who is to retire on October 15, takes his youngest son, Ethan Allen Sims, for a ride on his bicycle through the streets of Newport.

BICYCLES BY THE MILLION

BICYCLES are coming back. The Bicycle Manufacturers' Association has agreed to reduce the price. Half a million bicycles are to be manufactured next year and within three years the bicycle manufacturers expect to have a sale of one million a year.

The bicycle industry has been having ups and downs for fifty years. The machine developed from the old velocipede. The bicycle did not become popular until the wheels were lowered and it was operated with gears. Pneumatic tires were added. The rear wheel was used as a driving wheel instead of a trailer. A special frame was made for women and girls. There was a bicycle boom and prices for fine nickel-plated machines ran as high as $125 and $150. Bicycling as a fad lost its popularity. The price dropped and several big bicycle companies failed. Then the bicycle began to be used more as a convenience, to go to and from work, for messenger service, and for carrying packages and small deliveries. It is good news that the bicycle is coming back again. It is the kind of thing that every boy enjoys and that many grownups would find useful and convenient.—New York Mail.

THE MOTOR-PACED STANDING

THERE was no great change in the standing of the motor-paced riders during the past week. Champion George Chapman still leads with Clarence Carman in second place, while Vincent Madonna holds third position. Victor Linart, the Belgian who sailed for home this week, is in fourth place, Frank Corry, Jules Miquel and Charles Verkeyn, the last two having also sailed for Europe, follow in that order. The standing of the riders up to and including Sunday, September 24, is as follows:

Rider	1st	2d	3d	4th	Pts.
George Chapman...	28	11	11	1	196
Clarence Carman**.	23	13½	11	8	186½
Vincent Madonna**.	16	17½	7	5	152½
Victor Linart*......	15½	14	8	6	143
Frank Corry*......	9½	21	7	1	127
Jules Miquel.......	11	9	10	9	111
Charles Verkeyn...	7	8	14	7	94
George Wiley......	7	9	8	5	83
Frank Keenan.....	7	4	5	3	60
Vincent Markey....	5	4	4	2	47
George Colombatto.	1	5	4	6	34
George Seres......	2	5	3	1	32
Larry Gaffney......	3	3	2	3	31
Manuel Nunes......	4	1	1	0	25
Willie Appelhans..	0	5	4	2	25
Jackie Clark.......	0	5	4	2	25
Brask Andersen....	2	1	4	4	25
Percy Lawrence....	2	2	2	0	20
Willie Keller......	2	1	1	2	17
Worth Mitten......	0	2	3	3	15
L. Marcella........	1	1	0	2	10
Ralph Spiers.......	0	2	1	2	10
Archie Villa........	0	2	2	0	10
Joe Reeber.........	1	1	0	0	8
Willie Upton.......	0	0	1	0	2
Humber Norantonio	0	0	1	0	2
Rudolph Blomstrom	0	0	0	1	1

Points: First, 5; second, 3; third, 2, fourth 1.

* Linart and Corry rode to a tie at New Bedford, May 29. Points for first and second (8) were divided between them.

** Carman and Madonna rode to a tie for second at New York, August 18. Points for second and third (5) were divided between them.

GOULLET-PIANI TEAM WINS

ALFRED GOULLET and Orlando Piani were the stars of the 62½-mile team race at the New York Velodrome on Friday night, September 22. In the long race Goullet and Piani gathered a grand total of 122 points and did the distance in 2 hours, 17 minutes and 29 4/5 seconds, a record for this kind of competition. Second honors were taken by Alec McBeath and Cecil Walker, who had a total of 57 points, while Alfred Grenda and Reggie McNamara divided third and fourth money with Bobby Walthour, Jr., and Charley Jaeger, each team having 48 points. Fifth place went to Willie Hanley and Eddie Madden with 33 points. Fred Hill and Ray Eaton scored 32 points and took sixth; Jackie Clark and Clif Papworth, 30 points, finished seventh, and Peter Drobach and Anthony Young, 25 tallies, clinched eighth place.

The conditions of the race were similar to others run at the New York and Newark tracks. Sprints were staged at each two-mile mark with 7, 3, 2 and 1 points for first, second, third and fourth. In the final sprint at 62½ miles, 25 points went to the winner; 15, for second; 10, third, and 5, fourth. Only the first four teams in the points standing scored for the increased points. Regardless of where they finished in the race the four leading teams scored for the increased points, that is, if teams outside of the first four in points were victors in the last sprint they would score the regular points. As the race finished, Goullet, Walthour, Cecil Walker, Hanley and Grenda was the order at the conclusion of the race. Hanley and his mate, Eddie Madden, were not among the leaders, so Hanley scored two points for third, the same as in previous sprints, while Goullet scored 25; Walthour, 15; Walker, 10, and Grenda, who finished fifth, was given 5 points for fourth among the leaders.

In the 31 sprints Goullet accounted for 9; Piani, 5; Grenda, 3; Cecil Walker, 3; Thomas, 1; Clark, 2; Walthour, 3; Jaeger, 1; Drobach, 1; Hanley, 1; Eaton, 1, and Young, 1. The finish of each of the 31 sprints follows:

Miles
2—Grenda, Young, Weber, Papworth.
2—Thomas, F. Spencer, Kopsky, Walthour.
6—Goullet, Madden, Keller, Papworth.
8—Piani, Hanley, Hill, McNamara.
10—Goullet, McBeath, Madden, Keller.
12—Piani, Hanley, Beckman, Hill.
14—Goullet, Grenda, Papworth, Young.
16—Clark, Hill, McNamara, Lands.
18—Young, Grenda, McBeath, Papworth.
20—C. Walker, Horan, Hanley, McNamara.
22—Eaton, Jaeger, McBeath, Weber.
24—Clark, McNamara, C. Walker, Hill.
26—Grenda, Papworth, Goullet, McBeath.
28—Walthour, Young, McNamara, Horan.
30—Jaeger, Bartell, Gaffney, Goullet.
32—F. Spencer, C. Walker, Lawrence, Hill, Lands. Spencer disqualified.
34—Goullet, Eaton, Keller, Hanley.
36—Walthour, Cavanagh, Hill, McNamara.
38—Grenda, Papworth, Eaton, McBeath.
40—Piani, Madden, Hill, Young.
42—Goullet, Keller, Hanley, Eaton.
44—Piani, C. Walker, Madden, Cavanagh.
46—Goullet, Grenda, Papworth, Jaeger.
48—Walthour, Hill, Piani, Hanley.
50—Drobach, Coburn, Gaffney, Goullet.
52—C. Walker, Young, Clark, Weber.
54—Goullet, McBeath, Grenda, Papworth.
56—Hanley, C. Walker, Hill, Weber.
58—Goullet, McBeath, Horan, Grenda.
60—Piani, McBeath, Hanley, Hill.
62 1-2—Goullet, Walthour, Hanley, C. Walker, Grenda.

"23" For New Bedford

THE season at the New Bedford Cycledrome closed Saturday, September 23, with a three-cornered motor-paced match between Clarence Carman, Long Island; Vincent Madonna, Providence, and American-Paced Champion George Chapman. The riders competed in four heats and after it was all over Madonna had seven points to three for Chapman and two for Carman.

The first heat was to go 15 miles, but due to the fact that they were using eight-lap track scoring cards on a seven-lap track the riders actually went 17 1-7 miles. Madonna won. Chapman took the second heat at ten miles in 15:36 2-5. Madonna won the third in 14:55 2-5. In the final heat at 15 miles Madonna beat Chapman and Carman in 22:02 2-5. Summaries:

Three-Lap (3-7 Mile) Handicap, Amateur—Won by M. Foster; second, William White; third, Bruno Dion; fourth, Leo Hall. Time, 50 seconds.

One-Mile, Bristol County Championship, Amateur—Won by Jimmy Coe; second, Bruno Dion; third, Chester Formica; fourth, William White. Time, 2:46 1-5.

Five-Lap (5-7-Mile) Invitation, Amateur—Won by V. Piccione; second, Roland Sevigney; third, A. Belanger. Time, 1:52 2-5.

Team Pursuit Race, Amateur—Won by New Bedford (Goddu, White and Coe); second, Providence (Piccione, Myers and Frazini). Time, 7:43 1-5. Distance, 3 3-7 miles.

Three-Lap (3-7 Mile) Handicap, Professional—Won by Louis Gilson; second, A. Pataloni; third, Willie Upton; fourth, Rudolph Blomstrom. Time, 51 seconds.

Four-Lap (4-7-Mile) Invitation, Professional—Won by Albert Crossley; second, G. Prococini; third, L. S. Hartens; fourth, Joe Mitola. Time, 1:22 4-5.

Three-Lap (3-7-Mile) Track Officials' Race—Won by H. L. Thomas, timer; second, Anthony Lewis, scorer; third, Gerald Murdy, scorer. Time, 1:54.

Team Pursuit Race, Professional—Won by New Bedford (Crossley, Gilson, Nunes and Turgeon); second, Providence (Upton, Colonna, Jarvis and Harten). Time, 3:38. Distance, 1 3-7 miles.

GOOD CROWD IN HONOLULU

ABOUT 5,000 persons witnessed the semi-annual bicycle races, under the auspices of the Japanese Dealers' Association, Labor Day, at Moiliili Field, Honolulu.

Competition was keen amongst the riders, several races being won by the narrowest margin. F. L. Seldomridge, of Luke Field, sustained minor injuries and "busted" his wheel, when in the last lap of the two-mile race for the Territorial Championship he was crossed by a rider named Yanasaki and both cyclists fell in a heap. At this stage of the race Seldomridge was leading. T. Toda then took the lead and won easily.

David Nawai did not defend his title in the two-mile championship, thereby relinquishing all claim to the honor of being Hawaii's track champion. Summaries:

One-Mile Junior A—B. Hopkins, Jr., T. Kono, M. Yamaguchi. Time, 3:18.4.

Two-Mile Open—H. Kitagawa, K. Yamasaki, U. Mitsuhiro. Time, 7:10.

One-Mile Senior—H. Hods, H. Kitagawa, Okiishi. Time, 3:13.

Rice Bag. Carry—K. Hatai, Y. Mitsuura, Tanaka.

Two-Milo Stock—H. Kitagawa, Edgar Hodgson, M. Murakami. Time, 7:45.

One-Mile Junior B—Takaoka, S. Tateishi, J. D. Pomaikai. Time, 3.23.

One-Mile Senior B—S. Omae, H. Nakagawa, S. Iwaki. Time, 3:16.

One Hundred-Yard Tricycle—Ishimoto, Y. Ono, K. Ono.

Two-Mile Scouts Championship—H. Takamatsu, K. Yamasaki, K. Kitagawa. Time, 7:22.

Two-Mile Junior A—B. Hopkins, T. Kono, Moses Mahoe. Time, 8:15.2.

Two-Mile Senior A—H. Toda, H. Kitagawa, U. Matsushiro. Time, 7:05.1.

Two-Mile Service—F. L. Seldomridge, Edgar Hodgson, J. J. Preston. Time, 6:57.

One-Lap Spearing—T. Kono, S. Hayashi, K. Yamasaki.

Two-Milo Relay—Toda, Okishi, Omae, Iwaki, Kitagawa, first. Time, 5:09.

Trick Riding—Yamasaki, first; Hayashi, second.

Two-Mile Junior B—Takaoka, Tateishi, Iwasaki. Time, 8:17.

Two-Mile Senior B—B. Iwaki, Nakagawa, Matsuura. Time, 7:07.2

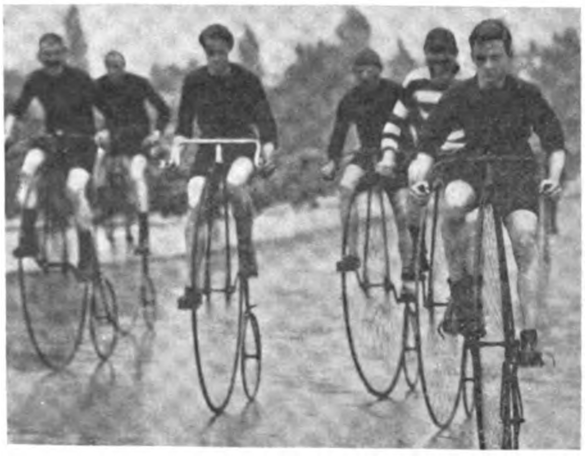
One-Milo Open—Kitagawa, Yamasaki, Fujii. Time, 3:13.

One Hundred-Yard Slow Ride—Y. Matsuura, H. Nakagawa; others disqualified.

Two-Mile Junior Championship—Hopkins, Takaoka, Kono. Time, 7:22.2.

Two-Mile Island Championship—T. Toda, Iwaki, H. Kitagawa. Time, 6:45.

News Carriers—N. Miyai, K. Uyeno, K. Yamada.



Each year a meeting of "Cycling Champions" is held at a London track in England. The accompanying photo shows the "ordinary" boys in action in a one-mile race, which was captured by F. W. Bartleet, who did the mile on the Herne Hill track in 3:28, considered good time, in view of the fact that it was raining.

Among the Amateur Cyclists and Clubs

C. R. C. A. RIDE TO PLAINFIELD

New York City—As most of the members of the Century Road Club Association of the New York Division went to Atlantic City to see the A. B. L. championship races, only six riders reported for the scheduled pleasure run to Plainfield, N. J. The route was started from 161st street and the Grand Concourse, going via the Grand Concourse, Fordham road and Broadway to the Dyckman street ferry. Here they crossed over and had a long and grand pull in going over the steep hill leading to the Palisade, and then shooting down the Camel-Back Hill leading to Englewood. They continued on at a 15-mile pace via Hackensack, Rutherford and the Passaic river to Newark. After a 20-minute stop for refreshments they continued on to Plainfield via Elizabeth and Westfield.

The boys did full justice to the swell meal served at the "Washington Restaurant," as they all had appetites. After spending several hours sight-seeing in and around the vicinity of the "Queen City," the return journey was made over the same route, starting at 4 o'clock.

To relieve the pacemakers of bucking against the strong head wind on leaving Plainfield, the captain had them ride in a single formation, and each rider did his share of setting the pace throughout the return journey, and thereby making much better time, as the return trip took three hours.

The captain wishes to call to the attention of the members of the New York Division that it has been decided to hold the club championship races on October 8-15, rain date October 22, probably to be held on the Speedway. As this year will bring forward one of the best evenly matched races that this club has had in years, every rider should train hard to prepare themselves, as they will be called upon to do their very best to win.

The division held its ninth annual series of "cork" races on the Grand Concourse at 161st street on Sunday, September 24. The races were contested, the five-mile open handicap, the three-mile Class B handicap, and the one-mile Class A sprint.

Bert Marquart won the five-mile open handicap race in 13:04 seconds. Bert starting from scratch alone and by hard riding overtook the field and won by a wheel's length over Umgetler, with Viana, Curley, Grace and Canfield respectively.

Charley Garin, Jr., the State junior champion, won the three-mile in championship style when he outsprinted Lesch, Moccio and Ramsdorf respectively for the tape in 9:18.

William Canfield tried to start a jam in the one-mile Class A sprint, but as no one went after him he soon gained a large lead and settled down to a fast steady pace and finished the race alone in 2 min. 58 4-5 secs., Curley nosing out Marquart, Grace and Umgetler for their respective positions. Summaries:

Five-Mile Open Handicap—Won by Bert Marquart, scratch; second, E. Umgetler, 40 yards; third, J. Viana, 40 yards; fourth, H. Curley, 20 yards; fifth, L. Grace, 20 yards.

Three-Mile Class B Handicap—Won by Chas. Garin, Jr., 30 yards; second, R. Lesch, 15 yards; third, J. Moccio, 30 yards; fourth, J. Ramsdorf, 30 yards.

One-Mile Class A Sprint—Won by William Canfield; second, H. Curley; third, Bert Marquart; fourth, L. Grace.

B. C. W. HOLD RACES

New York City.—The biggest field of the year turned out for the Bronx County Wheelman races over the Grand Concourse in the Bronx on Sunday, Sept. 23, twenty-three riders facing the starter. The first race held was the weekly point race at 8½ miles, or one complete circuit of the Concourse. Cufari, the limit man from the 6-minute mark, collided with an automobile at the five-mile mark and his bicycle was smashed. The scratch men by combined team work overhauled the leaders at seven miles, when everybody stalled, and in the last mad dash for the tape a blanket could have covered the first eight men. Fred Welton from the 5:30 mark just nosing his wheel across the line inches in front of Aickelin, one of the scratch men. Summary:

8½ Mile Point Race—Won by Fred Welton, 5:30; second, Eugene Aickelin, scratch; third, Fred Osterhammel, scratch; fourth, William Stokes, 30 seconds; fifth, Al. Riddett, scratch; sixth, Al. Blechert, 30 seconds; seventh, H. Tolg, 2:00; eighth, Frank Fay, 1:30.

Class "B" Handicap—Won by C. Cufari, 1:15; second, H. Tolg, 15 seconds; third, J. Voordeckers, scratch; fourth, Fred Welton, 45 seconds.

The annual club championships will be held over the Grand Concourse next Sunday, October 1, starting promptly at 8:30. The contest for the three-mile unpaced series has been closed, as the series has been practically won by Fred Osterhammel, who has such a lead that, with only two races to be won, the other contestants have no chance of beating him.

COLES WINS CANADIAN TITLE

London, Ont.—The big surprise of the year in bicycle racing circles in Canada was the victory of Bill Coles of London, Ontario, in the ten-mile Canadian championship event which was staged on the half-mile track at Lansdowne Park, Ottawa, under the auspices of the Allied Trades and Labor Association. A great crowd witnessed the holiday sports, the feature of which was the ten-mile Dominion title. The spectators were treated to a highly spectacular and keenly-contested ride in which the riders of four cities fought it out to a King's taste. The big thrill came in the final mile, when Harold McLean, president of the Roamer Bicycle Club, Ottawa, pulled off a grand sprint in the hope of getting his club mates into a good position for the final sprint. The coup miscarried, however, Coles winning out by an inch in a desperate battle with Norman Webster of Toronto, former holder of the title. It was the most thrilling finish ever seen in Ottawa. Ray Thompson of Ottawa, ex-five-mile Canadian champion, was right at their heels in the wild dash, with George Roe, Ottawa's ten-mile champion, a length behind.

A new track record of 26:10 was set for the distance, this being 29 seconds faster than the former record held by Norman Webster, which he made in 1919. The results:

One-Mile Open—First heat: 1, Norman Webster, Toronto; 2, George Sakell, Roamers; 3, Ray Thompson, Capitals. Time, 1:09 3-5. Second heat: 1, W. Coles, London; 2, George Roe, Roamers; 3, W. J. Spence, Capitals. Time, 1:10 2-5.

One-Mile Final—1, Norman Webster; 2, George Roe; 3, W. Coles; 4, Ray Thompson. Time, 2:27 4-5.

Two-Mile Open—1, George Sakell; 2, Norman Webster; 3, W. Coles; 4, Oswald Barry. Time, 4:34 2-5.

Ten-Mile Canadian Championship—1, W. Coles, London; 2, Norman Webster; 3, Ray Thompson. Third prize for pace, won by Clifton Taylor, St. Brigid's. Time, 26:10.

RACES AT ROCHESTER, N. Y.

Rochester, N. Y.—In addition to the motorcycle races on October 1 there will be a program of bicycle events. There will be a miss-and-out race, otherwise known as an elimination contest, five-mile point A. B. L. championship of Monroe County, five-mile handicap, and a three-mile open. The five-mile championship will be concluded at this program. The Amateur Bicycle League has been conducting this affair. Ray Bradley leads with 11 points, and Edward Ricco is the runner-up with 8 points. The races were arranged through the courtesy of Edward A. Carroll, district manager of the Amateur Bicycle League in this section.

Vichel "Doll Baby" Trammel, a Speedy Youngster from St. Louis.

LEFTLY WINS HARD RACE

Ottawa, Ont.—Sylvester Leftly, 14-year-old flyer of the Roamer Bicycle Club, captured first place honors in the ten-mile Fall handicap bicycle road race of the St. Brigid's Bicycle Club on the Metcalfe Road, Ottawa, Saturday, September 9, in a field of well over 40 riders, his time being 32:59. The second rider to finish was T. Clark, the youthful star of the St. Brigid's Club, who covered the course in 28:40 from the six-minute mark. Clark is 16 years of age. A St. Brigid's man was also third, this being H. Cole, an eight-minute rider, while Percy Pyefinch of the Capitals made it fourth, with A. Villeneuve of Westboro in fifth place. Results:

Pos.	Rider and Club.	Hdcp.	Time.
1	Sylvester Leftly, Roamers	12 min	32:59
2	T. Clark, St. Brigid's	6 min	28:40
3	H. Cole, St. Brigid's	8 min	30:45
4	P. Pyefinch, Capitals	12 min	34:53
5	A. Villeneuve, Unatt	12 min	34:58
6	K. Scott, Capitals	7 min	30:02
7	H. Pyefinch, Capitals	11 min	34:1[illegible]
8	R. Pyefinch, Jully Boys	9 min	33:05
9	J. Millbank, Westboro	9 min	33:07
10	H. Shouldice, Roamers	10 min	34:15
11	C. Moreland, Roamers	6 min	30:21
12	R. Reynolds, Roamers	6½	30:57
13	R. Paquette, St. Brigid's	3½	27:58
14	Oswald Barry, Roamers	2½	26:59
15	C. Snyder, Roamers	9 min	33:30
16	V. Sorensen, Capitals	5 min	29:31
17	Ted Barclay, Roamers	5 min	29:32
18	G. LaGrave, Roamers	2½	27:03
19	E. LaGrave, Roamers	5 min	29:36
20	C. Wiles, St. Brigid's	6½	31:15
21	L. Stewart, Roamers	7 min	31:55
22	B. Buske, Roamers	8 min	33:03
23	O. Coulthart, Roamers	8 min	33:04
24	B. Glennie, St. Brigid's	10 min	35:05
25	Ray Thompson, Capitals	1½	27:10
26	W. J. Spence, Capitals	1½	27:10 2-5
27	Clif. Taylor, St. Brigid's	1½	27:10 4-5
28	M. Marshall, Capitals	11 min	36:46
29	L. Paquette, Capitals	9 min	34:50
30	A. E. Goold, Roamers	3½	29:25
31	George Sakell, Roamers	1½	27:35
32	Owen Moore, Capitals	scr	26:12
33	George Roe, Roamers	scr	26:12 1-5
34	Harold McLean, Roamers	scr	26:12 2-5

TIME RESULTS

1, Owen Moore, Capitals, 26:12; 2, George Roe, Roamers; 3, Harry McLean, Roamers; 4, Oswald Barry, Roamers; 5, Gerald LaGrave, Roamers; 6, Ray Thompson, Capitals; 7, Bill Spence, Capitals; 8, Clifton Taylor, St. Brigid's, 27:10 4-5.

HEAVY WHEEL RESULTS

1, Percy Pyefinch, Capitals; 2, Andy Villeneuve, Unatt; 3, K. Scott, Capitals.

BOYS UNDER 16 YEARS

1, S. Leftly, Roamers; 2, H. Cole, St. Brigid's; 3, P. Pyefinch, Capitals.

QUAKERS HOLD CENTURY RUN

Philadelphia, Pa.—Starting at 7:30 A. M., Sunday, eight members of the Quaker City Cycling Association toured to New Brunswick, N. J., and return. The trip was made by the way of Trenton, N. J., stopping on the return trip for lunch. Heretofore the Quaker never gave prizes for highest mileage, and have found this a great success in getting members out on long trips. The riding of Edward Reed, who is now over 50 years of age, on these trips has been remarkable when the youngsters take the hills by storm and usually find Reed well up in the bunch.

The Quakers have lost their present quarters when the building in which they were sub-tenants was sold for manufacturing purposes, and all communications will be taken care of if sent to George W. Harley, 2636 Braddock street, Philadelphia, Pa.

Home trainer races will be held this winter in a hall rented for the occasions with dancing on the program. Something new for the Philly cyclists and should be a great success. A triple set of rollers will be used with a dial, with two straightaways six laps to the mile, such as the velodromes are built. These roller races have resulted in gaining members during the winter, and, with so much cycling activity in old Quaker Town, the namesake club of the city should reap a harvest with beginners and seasoned riders as members.

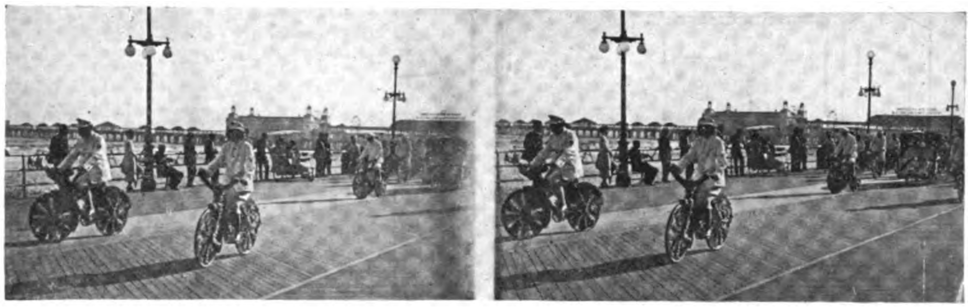
LONG RACE FOR TITLE

Montreal, Que.—It took a 45-mile road race here Sunday, Sept. 17, to decide the bicycle championship of Quebec for the year, this grind being staged under the direction of A. Binette, 1999 St. Denis street. A large number of cyclists, including two from Ottawa, took part in the race over a wide variety of roads, making it a real endurance test. R. St. Pierre of Montreal was the winner. P. Mancini, Montreal, was second.

TRY THIS ON YOUR OLD STEREOSCOPE

REMEMBER the time when no parlor center table was complete without its stereoscope and a package of views of Westminster Abbey, Brooklyn Bridge, Niagara Falls, the Pyramids, etc.? Then came the movies and the stereoscope went into the attic with the "what not," the glass covered boquet of wax flowers and the pink lined sea shell. Now go up into the attic and hunt out the old stereoscope, bring it down and cut out the pictures on this page and try them out. You will be surprised at how interesting they are. The figures will stand out as though they were alive.

The art of stereoscopic photography is one requiring a great deal of skill and painstaking care. Few amateurs know anything about it. The pictures on this page were taken by William F. Mesinger at Atlantic City. They are views of the Bicycle parade held in connection with the show and convention. Cut them out, paste them up on card board and slip them in the old stereoscope.



Dewitt Page and Miss Nan Page leading the New Departure section of the Atlantic City Bicycle Parade.

Fred St. Onge and his high wheel at the head of the Atlantic City Bicycle Parade.

Henry Mesinger, of H. & F. Mesinger, who proved that he could still ride a bicycle.

W. G. Schack, chief executive of the Emblem and Pierce factory, rode one of his own make at Atlantic City.

SELL MEN AS WELL AS MOTORCYCLES

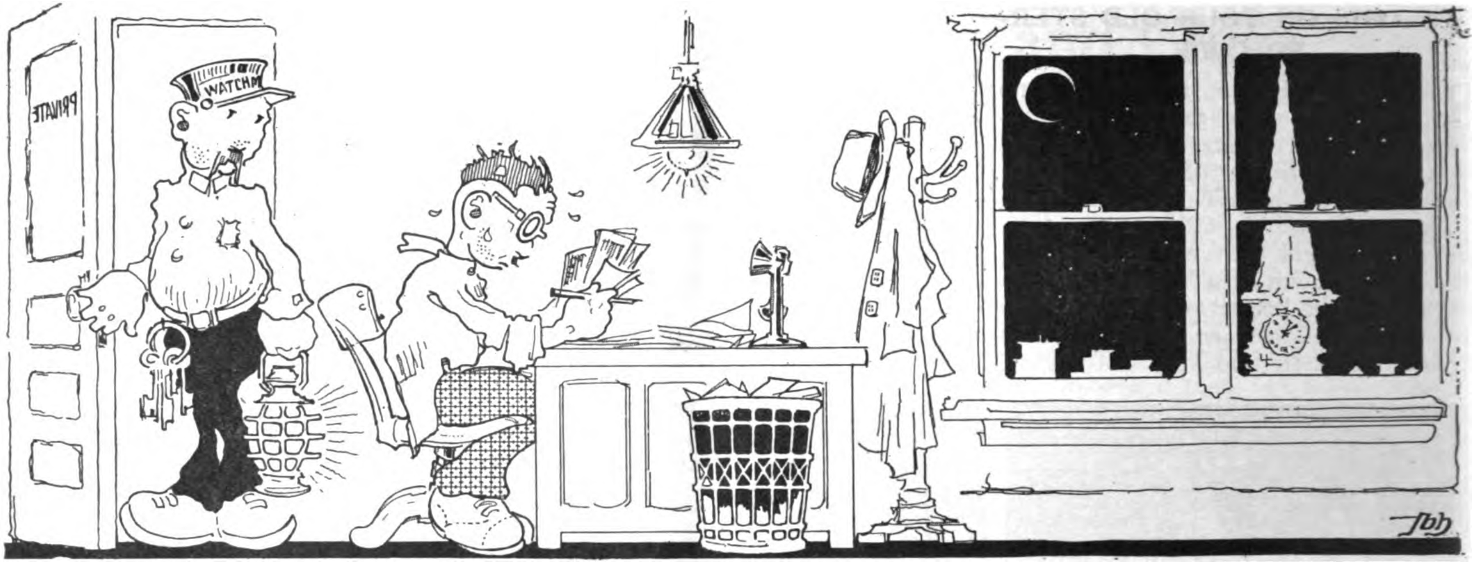
WHEN you sell a motorcycle for commercial work also sell your customer a man.

A truck driver cannot ride a motorcycle and yet a great many dealers think their work is completed when they make the sale of the machines. Many sales have been killed because this feature has been over looked. A big concern in the Middle West had in mind buying a dozen or more motorcycle special delivery vans. They did buy one. The dealer who made the sale made a big noise about the sale and how he was going to sell a big bunch more. He was confident that his make of motorcycle would deliver the goods. The fault was not with the motorcycle, but with the dealer who permitted the company to take a young man off of a Ford and onto the motorcycle. What the truck driver didn't do to the dealer's prospects of future sales was a plenty. It wasn't his fault particularly, either. He didn't like a motorcycle.

If the dealer had sold a man—a real motorcycle man—one who understood and liked motorcycles, the chances are a 100 to 1 that he would have sold the additional machines to the company and to other companies as well.

There is a tremendous, untouched field in selling the motorcycle for commercial uses. From Heart-to-Heart Talks, Wheeler-Schebler Carburetor Co.

Dan Wetzel, of the Williams Steel Wheel and Rim Co., can still hold his own with the boys.



"The Boss Worked 18 to 24 Hours If Knead Be"

Success Secrets

ONST there wuz a Man who went into bizness for hisself. He sed, "I gotta make good for I have Borrerred the money an' I gotta pay it back.

Sew his clerks worked ate hours an' the Boss worked 18 or even 24, if knead be. Our Friend wuz continually lookin' around for Things that other Foakes hadn't dun, an' then he'd up an' do that very Thing.

Be 4 long he outgrew his small Quarters, an' had to have Larger Ones. Then he saw a chanst to get A Exclusive Agency which kalled for a Lot of money. He didn't have the money, but he went to his Banker an' his Banker sed,

"I got the money an' I got Faith in you. I'm knot goin' to put up the money just now, but I'll rite a Letter to that Firm an' tell 'em what Sort you are an' what your Townspeppul think of you."

Well, our Friend got what he went after—and then he Hustled to make good. He did it 2. Then he found that one Branch of his bizness wuz takin' a Lot of Time an' costin' a Dood Deal to operate. He begun to Figger an' found that he could rent the space an' the privilege for enough to Equal his profits on that line.

Sew he did it, an' then he Koncentrated on his Main Bizness. He went after prospects an' he kep' after 'em. He Advertised, an' he awlways had something knew to offer in the weigh of a Selling plan or a Demonstration or a speshul Offer. Foakes new he wuz on the map.

He took pains to be Agreeable, an' know one ever saw Him lose his Temper. Sed he kneaded it Himself. He's been in bizness ate yeres—our Friend has. He has paid back what he owed. He is listed among the Wealthy in his Town, an' he is just 34 yeres ole.

He sez, "I HAVEN'T DUN ANYTHING ANYONE ELSE COULDN'T DO. I WORKED HARD AN' I KEP' AT IT. BESIDES THAT, I KEP' THINKIN' AN' PLANNIN' AN' DOIN' AN' THINKIN' SOME MORE. THAT IS AWL THEY IS TO IT!"

Touring in Switzerland

THERE ARE WORKERS AND WORKERS

AT the Exchange Club the other day a business man was telling us that he hired a man three months ago who is doing the work that formerly had been done by three.

"The wonderful thing about him," said this employer, "is that he doesn't seem to be busy at all."

We know of several offices where more work is done by three or four persons than is done in other offices employing a dozen or more. The difference is due to the superior quality of the workers.

ONE RIOT, ONE RANGER

THE mayor of a small Texas town telegraphed the state capitol for a troop of Texas Rangers during a Greaser riot. A wire came back that help was coming and to meet the 2:10 train. In came the train and out stepped a long, long, hard-looking bird packing a couple of 44s. He took a solemn chew of tobacco. "Whar's the mayor?" he asked.

"I'm the mayor," said the excited official, "but where's the rest of the men. I asked for a whole troop——"

The gaunt ranger spat. "Well, how many riots hev y' got?"

AMABILE IS ACME CHAMPION

New York City—The Acme Wheelmen held their annual championships September 24 before a large crowd of spectators on Mosholu Parkway, Bronx. A large field turned out for the races, the weather being ideal for fast times.

After a hard battle, in which he was closely followed in points, John Amabile, who also captured the championships in 1919, triumphed for the second time. He won two firsts in the sprint races at half- and quarter-mile, and placed third in the one-mile race against time. In the three-mile unpaced his nearest rival, Steve Schackinger, could place no better than fourth, which made it unnecessary for Amabile to ride in the final race. When the three-mile race was started it was expected that Schackinger would win as he had previously captured the one-mile unpaced, easily beating the field. This would have made things close, as Amabile would have to score at least a fourth to tie. But after the riders started to get timed, to everyone's surprise Schackinger could get no better than fourth, being beaten by 10 seconds.

The real surprise was handed the older members when, in the three-mile, Theodore (Jerry Schliesman turned in the best time. Riding as though he was sprinting the whole distance, he turned in the fast time of 7 min. 38 3-5 sec. Second honors went to another newcomer who bids fair to develop into a star, this being his first season riding a bicycle, Robert McConaghy, who practically eliminated Schackinger when he also beat him, his time being 7 min. 41 sec. Joe Crowley, who was dethroned as champ, having won the honors in 1921, placed third, with 7 min. 46 sec.

Four races were held, the winner of each race getting 5 points; second, 3; third, 2, and fourth, 1 point. The distances were half- and quarter-mile sprints, and one- and three-miles against time. The sprint races were contested in four heats, two men in each heat qualifying for the final. Each heat was hotly contested. Summaries:

Half-Mile—Won by John Amabile; second, Theodore Schliesman; third, Charles Froh; fourth, Frank Small. Time, 1:40 2-5.

Quarter-Mile—Won by John Amabile; second, Steve Schackinger; third, Frank Small; fourth, Joseph Crowley. Time, 31 2-5 seconds.

One-Mile—Unpaced—Won by Steve Schackinger, 2:22 2-5; second, Joseph Crowley, 2:25 3-5; third, John Amabile, 2:26 2-5; fourth, Robert McConaghy, 2:26 4-5; fifth, Charles Froh, 2:27 2-5; sixth, Theodore Schliesman, 2:29 1-5; seventh, James Seawell, 2:31 2-5; eighth, Thomas Whitard, 2:31 2-5; ninth, Hugo Schliesman, 2:31 2-5; tenth, Frank Small, 2:31 4-5.

Three-Mile—Unpaced—Won by Theodore Schliesman, 7:38 3-5; second, Robert McConaghy, 7:41; third, Joseph Crowley, 7:46; fourth, Steve Schackinger, 7:48 3-5; fifth, Hugo Schliesman, 8:07 3-5.

Point Table

Rider.	¼ M.	½ M.	1 M.	3 M.	Pts.
John Amabile	5	5	2	0	12
Steve Schackinger ...	3	0	5	1	9
Theo. Schliesman	0	3	0	5	8
Thomas Crowley	1	0	3	2	6
Robert McConaghy ...	0	0	1	3	4
Frank Small	2	1	0	0	3
Chas. Froh	0	2	0	0	2

TILGNER TAKES L. I. TITLE

Brooklyn, N. Y.—The Long Island Division held the last races of the division championship on Ocean Parkway, Brooklyn, Sunday, September 24. Joseph Tilgner, by winning the one-mile sprint, clinched the championship. It was not necessary for him to ride the final unpacde race, as he had three wins to his credit. He rode the last race, however, taking second place.

Harry Hoglander finished second to Tilgner in the one-mile sprint, being followed by J. Caldwell and F. Zieron in the order named. The race was a bit slow until the last quarter-mile.

Harry Hoglander showed first in the three-mile unpaced race in the time of 7:34 2-5. J. Tilgner was second in 7:35 4-5; J. Zieron, third, 7:36 4-5, and J. Shad fourth, 8:06. The summary of points for the series is as follows:

Pos.	Rider.	½ M.	1 M.	3 M.	5 M. (Unpaced)	Pts.
1.	J. Tilgner	5	5	3	5	18
2.	H. Hoglander...	3	3	5	3	14
3.	F. Zieron	2	1	2	2	7
4.	J. Caldwell (Tie).	0	2	0	0	2
4.	W. Caldwell (Tie).	1	0	0	1	2
6.	J. Shad	0	0	1	0	1

L. BENAZATO LEADS U. S. I. RIDERS

New York City—The first of a series of races to decide the club champion of the Unione Sportiva Italiana were run on the Harlem Speedway, Sunday morning, September 24. The races contested were third-mile, half-mile and mile sprints. Four heats were run in each event, two winners in each heat qualifying for the finals. A repeschage was also run, the winner qualifying for the final heat. Thirty-five riders were on hand for the races.

In the third-mile L. Benazzato and E. C. Bendi rode neck and neck for the entire distance. A. Benazzato, after a good sleigh ride, nipped his brother at the tape, and Volpe beat Bendi by the width of a tire. L. Benazzato won a very close decision from E. C. Bendi in the half-mile. Volpe, Benazzato and "Spots" Eisele finished so close that it took the judges some time before they gave Volpe third place, and A. Benazzato fourth.

The final of the one-mile saw Al Valenti jump away from the bunch after the turn. Nobody seemed anxious to chase him until about one-quarter mile to go, when L. Benazzato woke up and after a wonderful ride just managed to nip Valenti at the tape, Bendi and Volpe following close on his heels. Results:

Third-Mile—Won by A. Benazzato; second, L. Benazzato; third, T. Volpe; fourth, E. C. Bendi. Time, 47 1-5 seconds.

Half-Mile—Won by L. Benazzato; second, E. C. Bendi; third, T. Volpe; fourth, A. Benazzato. Time, 1:10 2-5.

Mile—Won by L. Benazzato; second, Al Valenti; third, E. C. Bendi; fourth, T. Volpe.

Point Standing

Rider.	1-3 M.	½ M.	1 M.	Pts.
L. Benazzato	3	5	5	13
A. Benazzato	5	1	0	6
E. C. Bendi.............	1	3	2	6
T. Volpe	2	2	1	5
Al. Valenti	0	0	3	3

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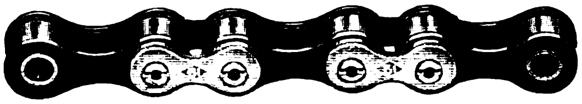

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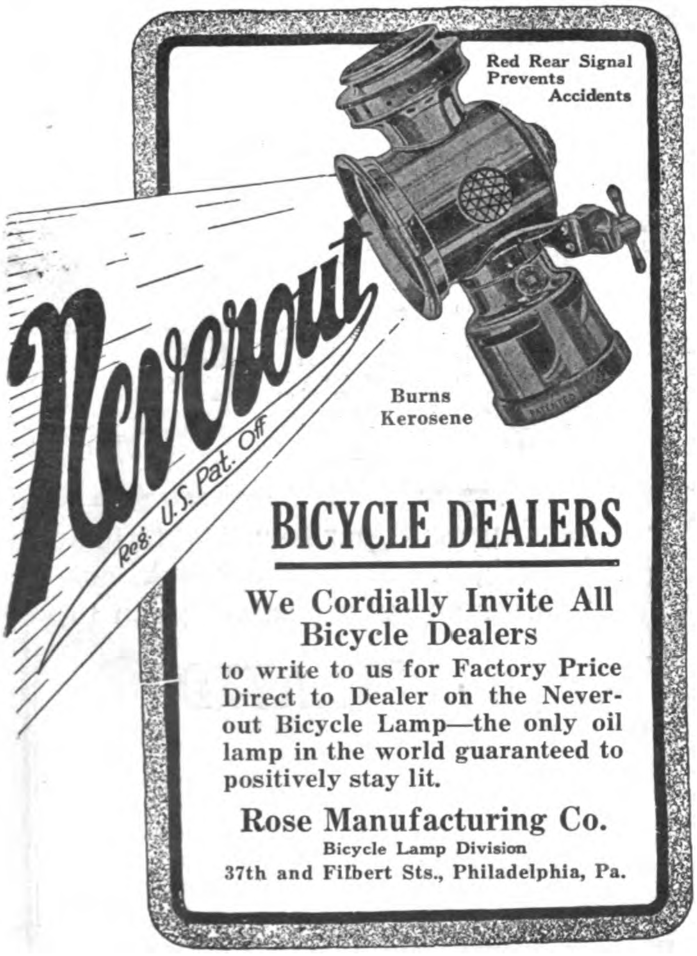

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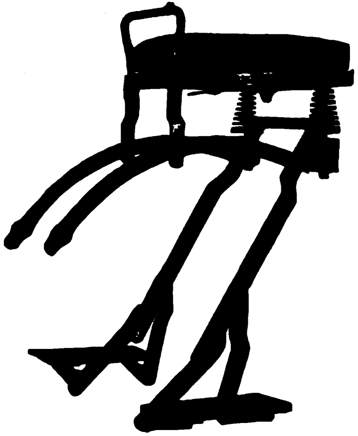

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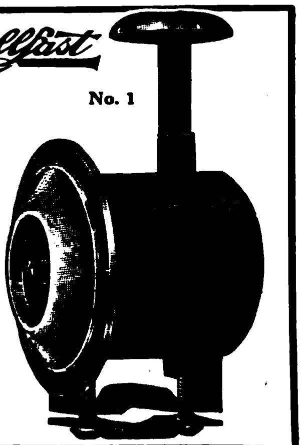

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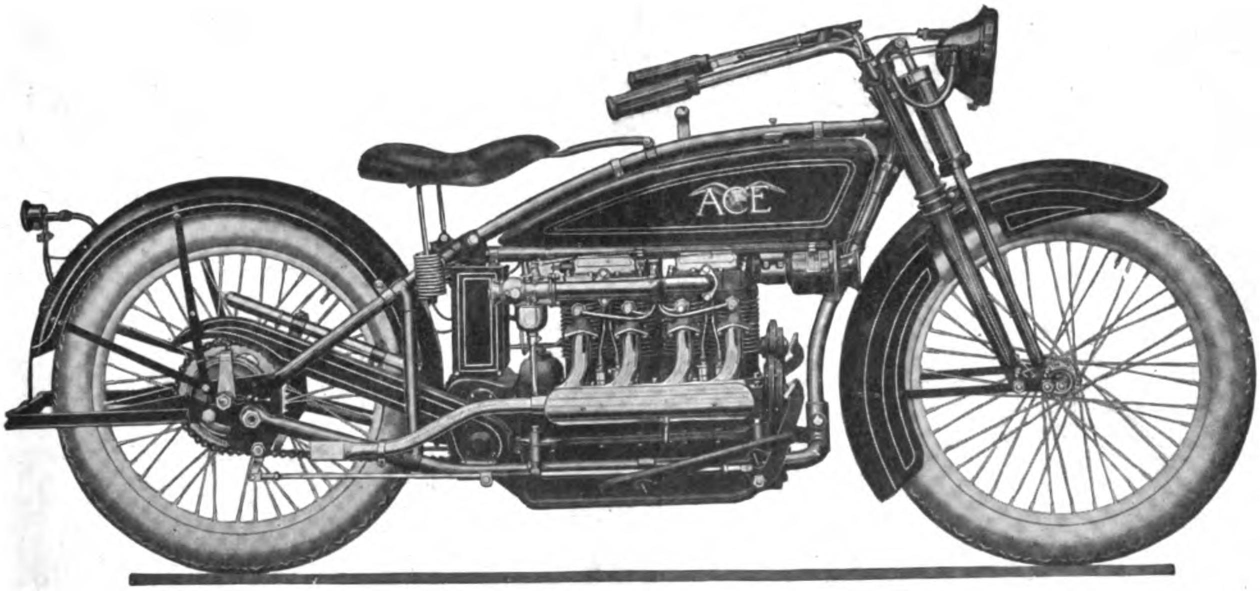

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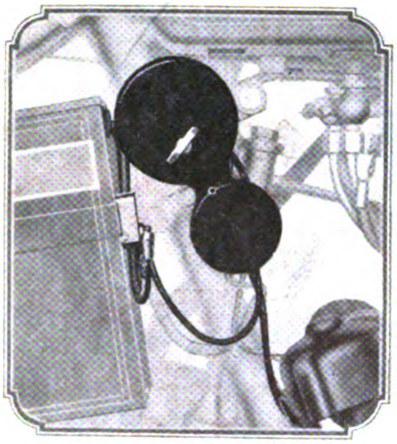

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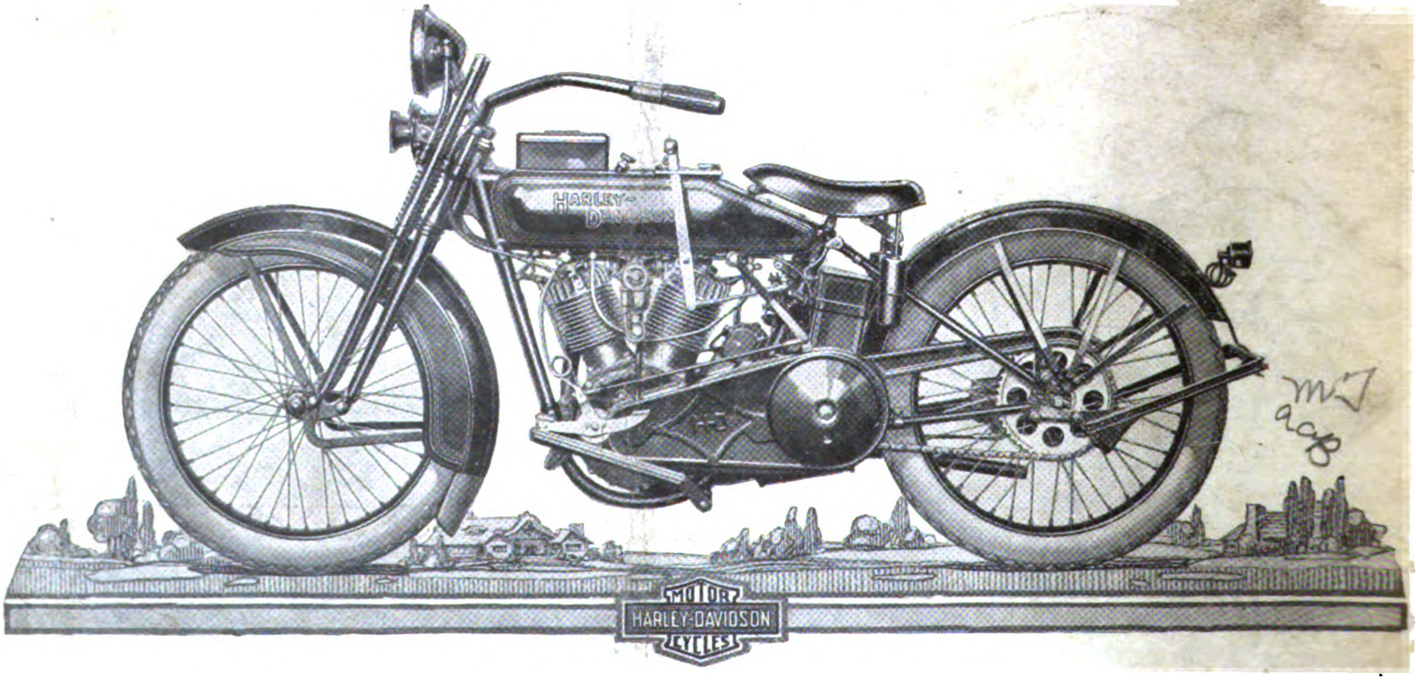

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